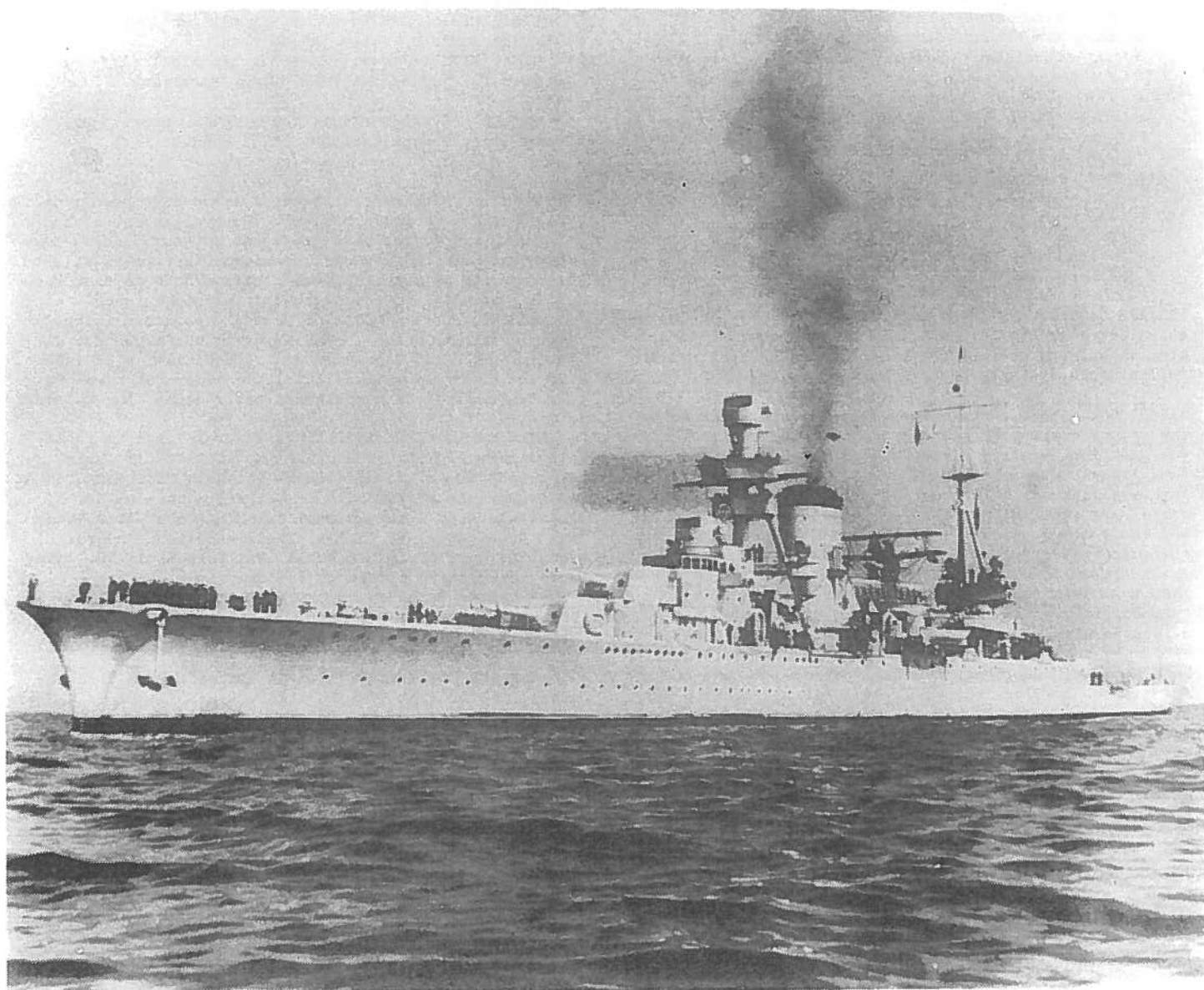


small air forces observer

BULGARIAN AIR FORCE IN WWII
LATIN AMERICAN INVADERS
JUNKERS A.20 AND K.37
INDONESIAN SKYHAWK
ARGENTINE DUCKS

US \$1.75



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IPMS BELGIUM, KIT #41 (Spring 81) (See abstracts) \$2.00

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MODEL KONSTRUCTOR (Russian) #12 1980 (MiG-8 plans in 1/40 scale). \$2.00

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DECALS (REVELL-BRAZIL): Varig DC-10, Cruzeiro B.727, Varig Super Constellation. \$0.50 each.

Over the last months, several items have been received that deserve thorough reviews. However, personal and professional duties have prevented me from finding time to write detailed reviews. Because these items will be of interest to many readers, I will mention them here while promising to review them in a future issue.

CANADAIR CT-114 TUTOR: 1/72-scale vacuform (with injection molded parts). CAN \$4.50 or US \$4.00 from Can-Vac Models, 2255 Cape Horn Ave., Coquitlam, B.C. CANADA V3K 1J6. Decals will be available separately from Flight Colour Decals - US distributor Dabar Depot, Box C, Sardinia, NY 14134.

MILITARY JOURNAL (12 issues per year) \$16.50 in US, all others \$21.00. WORLD WAR TWO JOURNAL (12 issues per year) \$16.50 in US, all others \$21.00. VIET NAM JOURNAL (4 issues per year) \$5.50 in US, all others \$7.50. Available from International Graphics Corp., 218 Beech St., Bennington, VT 05021. Their excellent "Messerschmitts over Spain" is still available at \$1.50. Many more interesting titles to follow.

HANDBOOKS OF ARMED FORCES, THE BALKANS PART II, BULGARIA, ROMANIA, & YUGOSLAVIA. (See letter.) \$5.95 from Ronald Tarnstrom, Route 1, Box 2, Lindsborg, KS 67456.

AIRPLANE SCALE VIEWS #1 - 10 Aircraft with Cross-sections. \$2.00 from BCFK Publications, PO Box 128, Midland Park, NJ 07432.

IPMS ICELAND ISMO 1976. (Only edition available) \$5.00 airmail. Available from IPMS ICELAND, PO Box 386, 121 Reykjavik, ICELAND

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Second-class postage paid at Carmel Valley, CA 93924.

STOP THE PRESSES: Tomasz Kowalski writes that his book, Polish A/C Markings & Colors, is ready for mailing from Poland. He states a price of \$5.50 to SAFCH members, but he doesn't mention if this includes postage. To avoid delay, send \$6.50 to the editorial office, and I'll

ARGENTINE DUCKS

All of us have an esoteric attraction for the angular, rather unattractive sort of aircraft. Mine range from the Tante Ju to the Grumman Duck. Whereas my affection for the former stems from an honest appreciation of her stability (proven during a whale of a flight over South-ern Neuquen), what perhaps attracted me to the Duck was the "Beauty and the Beast" combination. The ugly "duck-ling" was attached to the loveliest "demoiselles" of the Argentine Navy; the cruisers "Almirante Brown" and "25 de Mayo". The lines of these handsome ships, with pronounced clipper bows and svelte superstructures, were married only by a catapult amidship.

Eyes and Ears of the Fleet

The exploits of S.M.S. "Wolf" during the First World War, particularly the pioneer work in reconnaissance and operational sorties by her shipboard aircraft (a Friedrichshafen FF 33E appropriately named Wolfchen or Wolf-cub), left indelible impressions in other fleets, including the Argentine. Initially, the Aviacion Naval entrusted spotting tasks to Curtiss F-5L, Dornier Wal, and Vickers Viking flying boats. However, the arrival of the two Italian-built cruisers on 15 September 1931 gave fleet spotting a new dimension. It was no longer limited by the range of shore-bound aircraft.

The Armaments Bill No. 11.378 of 1926 had re-equipped the Argentine Navy and provided for a substantial number of aircraft, including four Vought O2U-1a floatplanes. Catapults were to be added to the "Rivadavia" class battleships, but this latter scheme was not implemented. It was not until the arrival of the "Almirante Brown" cruisers that "aviacion embarcada" (shipboard aviation) came into its own; on 15 March 1932, teniente de fragata Urbano de la Fuente Ollerios, aboard a Corsair, was successfully launched and recovered from one of these ships. Some historians have challenged the existence of these experiments because no catapult (or crane) could be discerned aboard these cruisers when they were first delivered. However, both of these implements were of a collapsible type and when not in use they were stored in hangers just forward of the "A" and "B" 190-mm turrets.

The worldwide financial crisis of 1929 prevented fulfillment of all the provisions of the 1926 Armaments Bill, and a proposal to add a third catapult-equipped cruiser to the fleet was shelved. In 1935, when Argentine economy was in an upward swing, the Aviacion Naval was completely rejuvenated with US-built aircraft, perhaps, as one US consular report dated 14 June 1938 put it, due to the influence of its US-trained Commander: "The Navy Air Corps, since Captain Zar became its head, has never bought material from any other country but the U.S., not even England."

As far as the "aviacion embarcada" was concerned, procurement included an initial batch of eight Grumman JF-2 (JF-3) Model 20, c/n 357-364, obtained during 1937. These Ducks initially bore serials M-O-1/M-O-8. "M" designated "Mar" (sea). They were assigned to Escuadra Aeronaval No. 1 where they replaced the "Corsairs". However, the heavier Ducks required modifications to be made aboard the cruisers. A G-2 Report, dated 22 August 1939, reveals that the "Argentine Naval Commission had requested data regarding a boat and aircraft crane and catapult equipment to be constructed for two Argentine cruisers." (1)

An additional batch of four Ducks (J2F-4 Model G-15) was procured in 1939. Three of these machines (c/n 612-614) became 3-O-5/3-O-7, and were attached to the reconnaissance escadrille of Escuadra Aeronaval No. 3, replacing vintage Fairey Seals. The fourth machine (c/n 615) received serial M-O-5, perhaps replacing an earlier Duck with the same s/n which had been written off.

The exact date of embarkation of the Ducks aboard the "Brown" cruisers is a matter of controversy. An official

history of the Argentine Navy quotes 1943 as the date when "conversion was commenced, including the installation of the catapults aft the funnel." (2) Yet, a well-known photograph taken at Buenos Aires on 9 July 1941 during a fleet visit shows "25 de Mayo" carrying JF-2 2-O-6 on her catapult. The new serials reflected the reassignment of the older Grummans to Escuadra Aeronaval No. 2, while their newer stable mates remained attached to Escuadra Aeronaval No. 3 at Punta Indio. Throughout the war years, the Ducks performed yeoman service. They participated in the Fleet Reviews at Mar del Plata in 1939 and 1940, laying smoke screens for the Marines during their landing exercises. The Ducks' appearances at the annual Independence Day air displays were considered "de rigueur".

Their clumsy appearance was quite deceiving. Veteran pilots of those days recall that in spite of the drag-producing floats, the Duck had an outstanding degree of maneuverability for a fleet utility type. In addition, it had that inherent characteristic of all Grumman aircraft: a rugged structure which combined with a relatively powerful engine allowed the pilot to literally stand the plane on its nose in a dive.

Neutral Argentina was the only American country barred from "Lend Lease", and during the war years cannibalization was required to keep certain types airworthy. Of the 11 Grummans active in November 1940, the Comando de Aviacion Naval could still muster nine in June 1944, but only two in June 1946. However, an improvement in relations in the immediate post-war period allowed the flow of US-built types to resume. Amongst these we note two export licenses; No. 4017 (20 November 1946) for three Grumman J2F-5, and No. 4055 (of the same date) for three Grumman J2F-6. The selection of this rather dated type speaks clearly of the esteem which Argentine pilots held the Duck.

Although the Grumman biplanes were still attached to the "Brown" cruisers, "La Argentina" borrowed one during 1947 when her Walrus was detached for duty in the Antarctic. Similarly, at least one Walrus served with "25 de Mayo" as shown in a photo taken in New York c. 1948.

Accidents with the Ducks were rare. One took place on 4 July 1947 when a J2F-5 was w.o. at Bahia Blanca. However, the days of the Duck were numbered. The advent of radar had made fleet spotting unnecessary, while the liaison and utility roles could be, and often were, better fulfilled by the Bell 47D helicopters which the Argentine Navy introduced in the late 1940s. Demoted to the role of target tugs for the Marines, the Duck entered the 1950s and were seldom flown by 1955. When the Argentine Navy led the country in an uprising against dictator Peron, and the elderly Ducks were thrown into combat.

The Liberating Revolution of 1955

On 16 September 1955, all branches of the Argentine Navy rose in rebellion against the aging tyrant, Juan D. Peron. Isolated army garrisons at Cordoba and Curuzu-Cuatia made common cause with the Navy's crusade. Forces loyal to Peron enjoyed an initial numerical advantage and rebel units were soon under attack. Puerto Belgrano, the country's naval base, and its satellite station Comandante Espora could mobilize some 70 aircraft of all types, including PBV-5A, SNJ-4, C-39, C-47, C-54, AT-11, and some aged Ducks including 2-O-6 still going strong after 18 years.

Troops were streaming towards Puerto Belgrano from all points. From Buenos Aires, Azul, Olavarria, and Campo de Mayo came motorized and armored units, while on a converging north-west course were the 3rd Cavalry Division from La Pampa and the 6th Mountain Infantry Division from Neuquen, totalling around 10,000 men. Naval aircraft, flying in echelons of six, subjected Loyalist troops to devastating low-level attacks. These attacks were virtually

unopposed since Peron, fearing a naval bombardment of his capital, jealously hoarded his Gloster Meteor F.4 fighters and Avro Lincoln and Lancaster bombers.

Naval stocks of 50 kg bombs, a projectile found most useful against tanks, were rapidly exhausted, but the workshops at Espora solved the problem by wrapping four 10 kg bombs in a sheet of commercial tin used in canning. Puerto Belgrano's own workshops even produced a 1000 kg Napalm bomb which was hoisted under the wings of a Grumman on 18 September, but, fortunately, this weapon was never employed.

The Grummans did not always have an easy time. On 18 September, a mixed formation of naval aircraft hit the strategic railway station at Tornquist, into which reinforcements were pouring from Buenos Aires, including Sherman Firefly tanks with their long 17 pdr guns, and Bofor 40-mm antiaircraft guns. The station was badly damaged, but the mechanized column reached the town of Dufaur with the Shermans leading, and the towed 40 mms bringing up the rear. Navy planes struck again, but the combined fire of the tanks 0.50 cal. Brownings and the 40-mm flak found its mark on the Duck crewed by Tte. de Corbeta Miguel E. Irigoien, Capitan de Corbeta E. Estivariz, and c.p. Juan I. Rodriguez.

This was one of the last engagements. Following an ultimatum from the Chief of Naval Operations on 19 September, Juan Peron sought shelter in a foreign embassy, as the Fleet streamed hard for Buenos Aires.

I saw one of the surviving Ducks back at work shortly after the end of the fighting. It appeared at an "Open House" at Espora towing target sleeves again! But this time their useful life had finally come to an end, and around January 1956 they were consigned to the scrap pile. One was donated to an Aviation Technical School at Buenos Aires, where its remains still survive.(4)

(1) This official history does mention the bow hanger, but insists it was suppressed. The catapult normally carried one Duck while the other Duck was reportedly

stowed below decks.

(2) Interviews with Rear Admiral Portillo, April 1963.

(3) Pablo Arguindeguy, "Apuntes Sobre los buques ..." (Buenos Aires, Departamento de Estudios Historicos Navales, 1972). Also, "Historial" of "25 de Mayo" and "Admirante Brown".

(4) This particular aircraft is the former 2-O-9, about which I would appreciate specific details.

All photos via Archivo de PUCARA

Cover photo: "25 de Mayo" with Grumman Duck.

a. JF-2 2-O-5 laying a smoke screen.

b. Vought O2U-1a Corsair being hoisted aboard "25 de Mayo". (Archivo General de la Nacion)

c. Six of the eight Ducks (JF-2) originally assigned to Escuadra Aeronaval No. 1 c. 1938. (J. Basti)

d. "25 de Mayo" upon her arrival at Buenos Aires, September 1931, fresh from the builder's yards. Sister ship "Admirante Brown" in the background. Note the graceful lines, as yet unmarred by a catapult amidship. (Archivo de la Nacion)

e. Aviacion Naval line-up, 1937. Left to right:

Vought V.142A, Grumman JR-2 Duck, Stearman 76D.1, and Curtiss CT-32 Condor. (Archivo de la Nacion)

f. "25 de Mayo" c. 1941 carrying catapult and Grumman 2-O-6 aboard. (Archivo de la Nacion)

g. Flight of Ducks including 2-O-9.

h. Remains of 2-O-9 at Buenos Aires. (In foreground is the wing of a Martin 139WAN bomber being presented to the US Air Attache for shipment to USAF Museum.)

(Editorial Note: This article on the Argentine Ducks was provided by the Instituto de Investigaciones Aeronauticas Hispano Americano (IEHA), an organization dedicated to the study and preservation of Latin American aviation history. They have graciously offered to help SAFCH members engaged in writing articles on Latin American subjects. One of their members is interested in photos of the B-57/Camberra family of aircraft. If anyone can help, please write PUCARA, P.O. Box 1365, Highland Park, NJ 08909, USA.)

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"Camouflage schemes required for A-4 Skyhawks of the Argentine Air Force. All photos and drawings returned immediately if required. In exchange, I can provide information on Australian aircraft."

Eric Sujecki (SAFCH #477), 72 Derry Ave., Armadale, WA 6112, AUSTRALIA.

"Captain H. Valtonen (Finnish Air Force) is interested in German military aircraft in Finland and Norway during World War II. He seeks contacts with other enthusiasts for the exchange of photos and documents. Please contact: Captain Hannu Valtonen, Air Museum of Central Finland, PL-1, SP-41161 Tikkakoski, FINLAND."

"At long last my housing difficulties appear to have been resolved. The below is now my permanent home and I would like all correspondence to be sent to it. Now I can settle down to some catching up on articles, especially F3. During the move I mislaid some letters that had been sent to me during the last few months. Could you please print an apology in the next available issue, and ask all those members who have sent letter to me and received no reply to please write again. This small technical hiccup should not happen again."

Mick Burton (SAFCH #303), 1 Norwood Walk West, Bobbing, Sittingbourne, Kent ME10 1QF, ENGLAND.

"Here are some articles I would like some to write for SAFO: a) Conversion of F4U-x into F4U-5 and -5N; b) corrections for Airfix Fiat G-91; c) conversion for Heller, etc. P-36C into Hawk 75A for China, NEIAF, etc.; and d) 1/76-1/72 stuff for airfield dioramas."

George Stein (SAFCH #83), Western College, Miami University, Oxford, OH 45056.

"I have some books that might be of interest to your readers. We stock Midland Counties Publications and we have the following in stock:

U.S. Military Aviation: The Air Force, \$18.95, 302pp (Contains over 100 b&w, 17 color photos, lots of serials.)

Spanish & Portuguese Military Aviation, \$8.95, 120pp. (68 photos of Spanish a/c, 42 of Portuguese a/c.)

Dutch Military Aviation 1945-78, \$8.95, 134pp. (Approximately 100 photos.)

Belgian Military Aviation 1945-77, \$8.95, 120 pp. (Approximately 75 photos.)

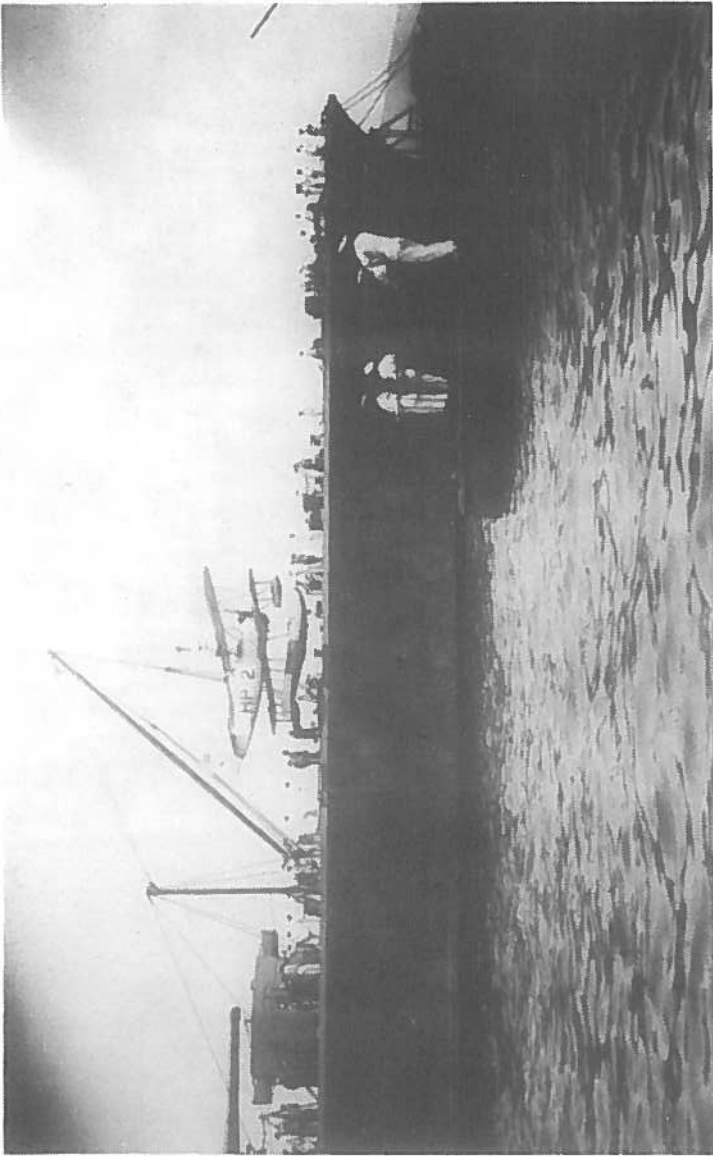
French Military Aviation, \$12.95, 208pp. (Approximately 113 photos.)

"We have all the above in our store and we can also ship by mail. Postage is \$1.00 for one book, \$1.50 for two or more. Payment may be made by check, Master Charge, or Visa."

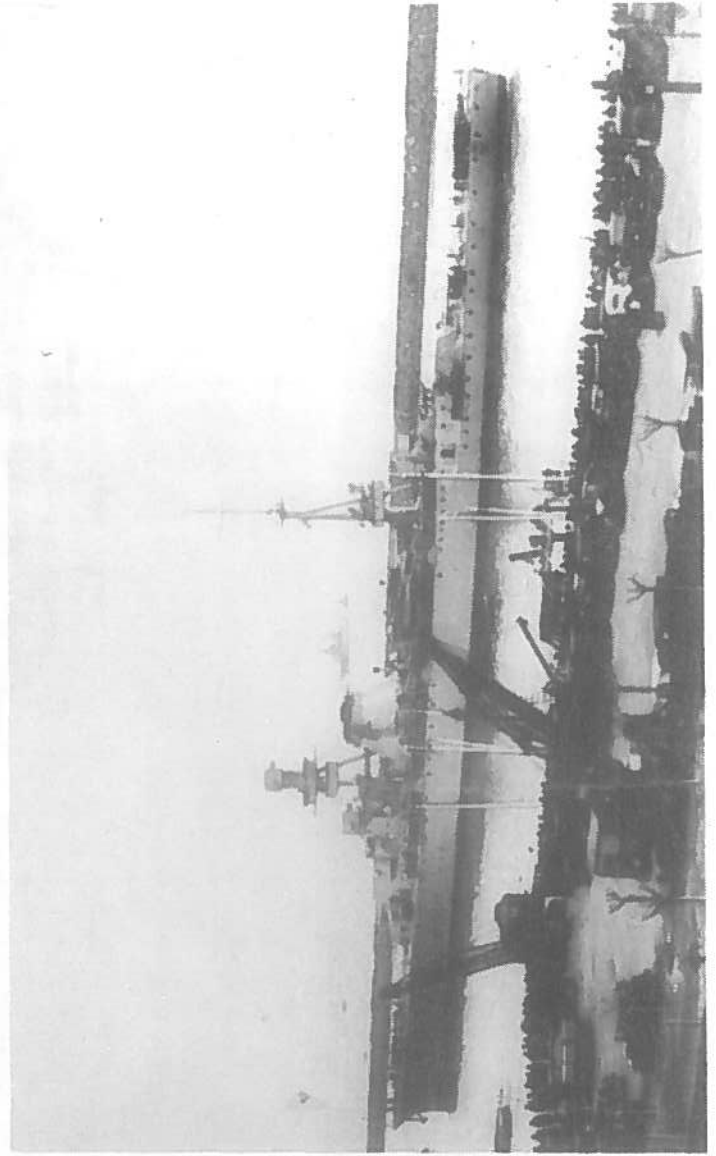
M.A.L. Hobby Shop, 108 South Lee St., Irving, TX 75060.

"I have been seeking information on the markings of the Boeing 307 transports used by the International Control Commission in Southeast Asia in the late 1960s and early 70s. While carrying civilian markings (F-BELU, F-BELV, F-BELY, F-BELX) these airplanes really had quasi-military status, serving as the only air link between Saigon-Vientiane-Hanoi during the war. While I have found numerous black and white photos of these planes, I can find nothing to give the actual paint colors of the basic paint, the cheat line, and the lettering. Nor can I find what markings were on the wings. Do you have any info on this or an idea where I can get this info?"

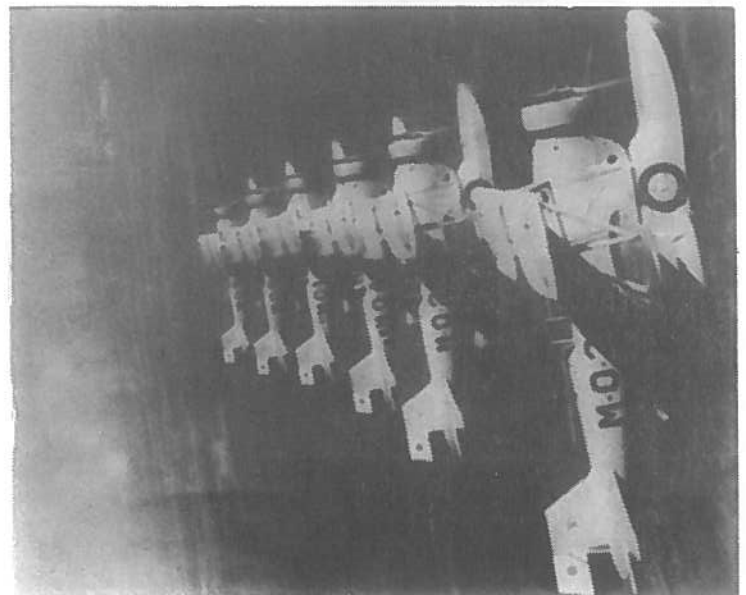
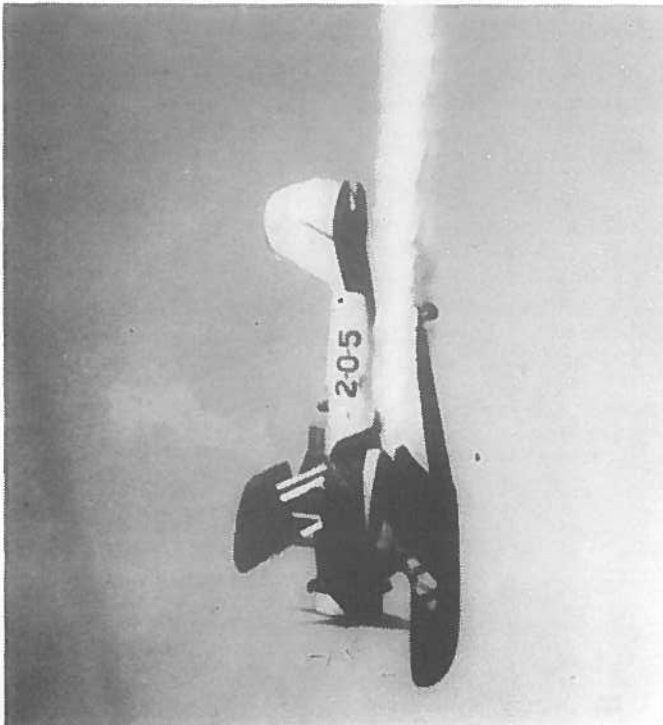
Gary Curtin (SAFCH #521), Quarters 96A, F.E. Warren AFB, WY 82001.

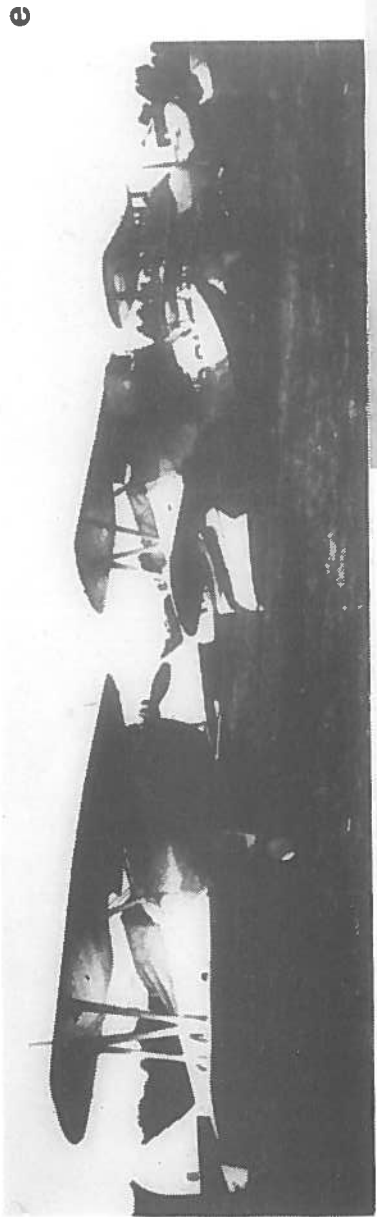


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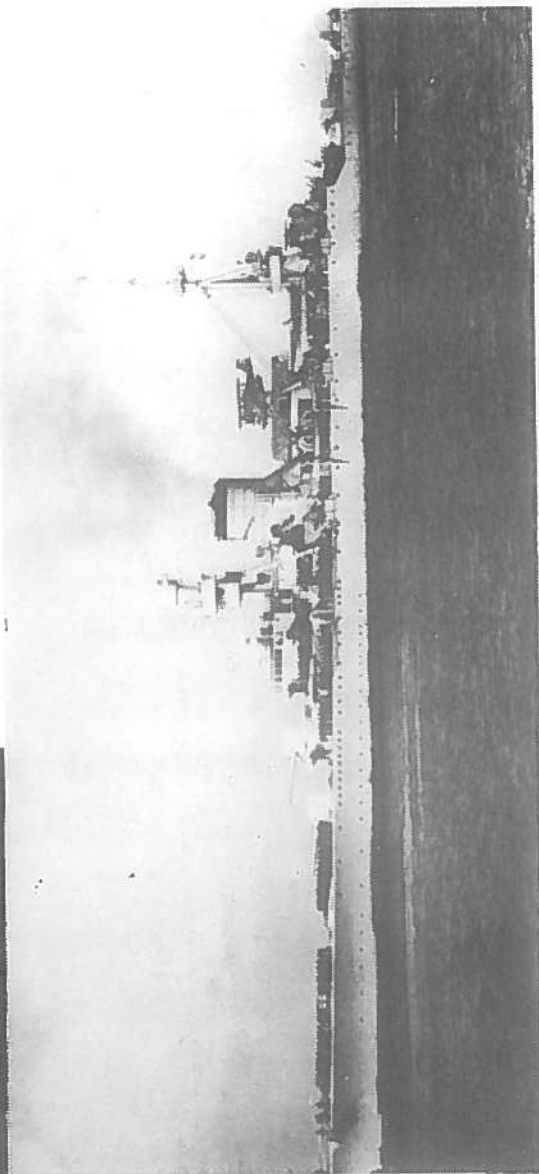


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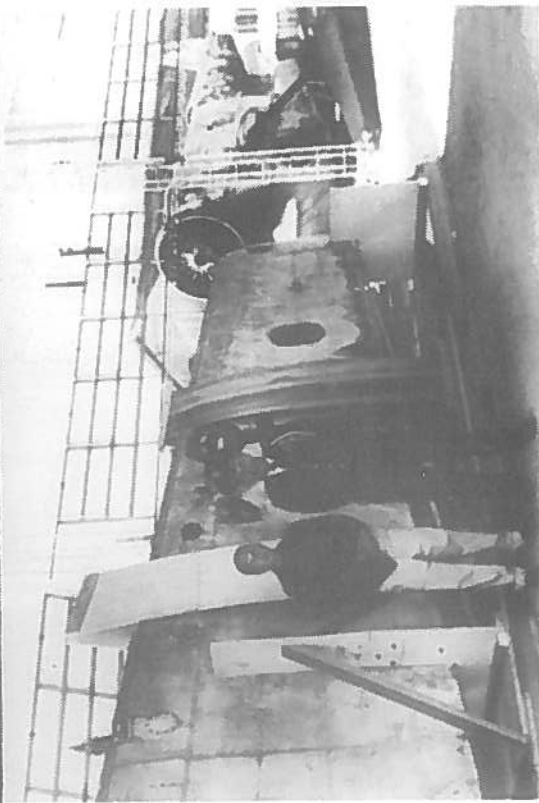




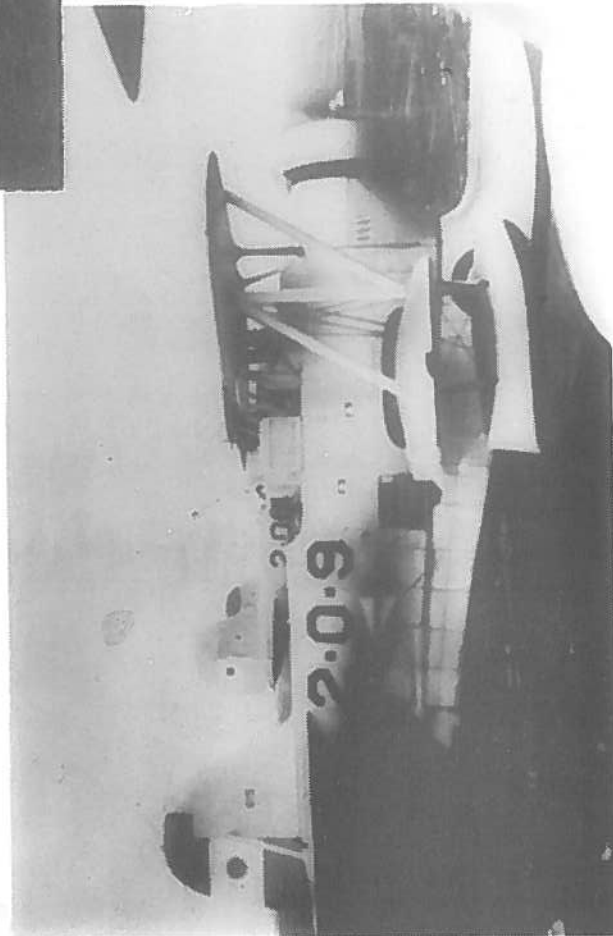
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LATIN AMERICAN INVADERS

The B-26 Invader in Latin Service
SAFCH Project 3 Report #4

The Douglas B-26, in both the B and C models, has served as an important asset to many Latin Air Arms. The aircraft has been involved in combat operations, mostly in the counter-insurgency role, the following countries: Colombia, Cuba, El Salvador and Nicaragua.

The following air forces in Latin America operated the B-26:

Brazil: Forca Aerea Brasileira
Chile: Fuerza Aerea de Chile
Colombia: Fuerza Aerea Colombiana
Cuba: both the Fuerza Aerea Ejercito de Cuba and the Fuerza Aerea Revolucionaria
Dominican Republic: Aviacion Militar Dominicana and the Fuerza Aerea Dominicana
Guatemala: Fuerza Aerea Guatemalteca
Honduras: Fuerza Aerea Hondurena
Nicaragua: Fuerza Aerea de la Guardia Nacional de Nicaragua/ Fuerza Aerea de Nicaragua/ Fuerza Aerea Sandanista
Peru: Fuerza Aerea del Puruana
El Salvador: Fuerza Aerea Salvadorena

A short history of the type in each country is included as part of this report. As with earlier reports I have written for SAFO, this is not intended to be the "last word", but rather a good starting point for further research. I strongly encourage anyone with corrections, additions, or further information, to contact me.

Other reports in this series that I am working on at this time include the following: Latin F-86's, A-37, Hawker Hunters and P-47's. Any members with information, photos, clippings or drawings on any of these aircraft are requested to contact me as soon as possible so that these reports might be finished and sent in to Jim for use in the SAFO.

BRAZIL: Both the B-26B and B-26C were used to make up the bulk of Brazil's light bomber force. 30 aircraft were delivered, 28 of these being on hand as of 1957. Of these at least 9 were "B" models and 8 were "C" models. I do not have a complete breakdown by model.

During 1968, 16 aircraft were sent to Hamilton Aircraft Company in Tucson AZ for modernization and overhaul. These aircraft were extensively modified, receiving some of the features of the B-26K. One aircraft FAB 5174 was rebuilt as a "C" model from a "B", with the addition of a bombardier nose.

Serials of these aircraft were; FAB 5145, 5147, 5149, 5150, 5153, 5156, 5157, 5162, 5170, 5171, 5172, 5160, and 5161.

These aircraft were operated by the 1^o Esquadro of 5^o Grupo at Natal. Upon their return from Tucson they were taken on strength by 1^o Esquadro of 10^o Grupo replacing that unit's RB-25's.

The B-26's were finally phased out in 1976 in favor of the AT-26 Xavante (MB-326GB), having served with the FAB for 19 years (1957-1976).

Serials known are : B-26B's: 5145, 5147, 5149, 5152, 5153, 5156, 5157, 5158, 5160, and 5176. B-26C's: 5159, 5162, 5170, 5171, 5172, 5173, 5174, 5175. Unknown model: 5146, 5150, and 5161.

Some individual aircraft facts are as follows:

FAB 5146 was w/o 17 July 1967 at Natal
FAB 5156 to Museu da A.F.A. Pirassununga
FAB 5159 to FAB Museum
FAB 5174 preserved by Espaaer
FAB 5176 designated C-26B was ex-44-34134, N115RG seized at Brazilia 21 Jul 66 carrying contraband. Sold to private museum Bebedouro S.P. in Jan 1975.

CHILE: Initial deliveries of B-26's started in Chile in 1954 with the arrival of 10 aircraft on 15 Dec 1954.

Seventeen more were delivered in 1957 and seven more in 1958 for a total of 34 B-26C's. Four B-26B's were also acquired. It is believed that the B-26B's were replacements.

All B-26C's were assigned to Grupo 8 at Cerro Moreno Base Aerea, Antofagasta and as of Dec 1963 2 B-26B's remained and these were assigned to Grupo 10 (Transporte) at Los Cerrillos. As of Dec 1966 14 B-26C's and two B-26B's remained in service.

Sometime after 1964 the B-26's were phased out in unit sized service but remained in use in second line roles.

Known B-26C serials are: FACH 812, 814, 845, 816, 841, 826, 815, 832, 846, 842, 843, 823, 817, 849, and 848 (a B-26B). There is some question if the serial carried by the "gate guard" at Cerro Moreno BA (FACH 863) is in fact a B-26 serial. Other individual aircraft details are: FACH 845, crashed 1964, probably repaired. FACH 817, w/o 13 Aug 1968 (ex-44-34131) FACH 849, suffered damage 5 Jan 68 (ex 44-34735) One aircraft has reportedly been given to the Confederate Air Force.

I have a report that at least two aircraft carried a camouflage scheme. (anyone with any information on these aircraft please contact me).

COLOMBIA: 19 aircraft were delivered to the FAC. At least seven were in service as of 31 Dec 1954. Other aircraft followed by the following schedule: three in Nov 1956, and 6 in Dec 1956. By Dec 1967, only six remained active.

The aircraft reportedly saw combat service against insurgents in the 1958-1963 time frame. Additionally as of Dec 1963 the aircraft were assigned to the 1st Anti-submarine Warfare Squadron at Villavilencio, a unique assignment for the B-26.

Of the nineteen aircraft at least six were "B" models and five were "C" models both were referred to as RB's. Many FAC B-26's carried their gun turrets, somewhat unique for Latin B-26's.

The B-26's were officially withdrawn from service 11 July 1968, with 5 aircraft remaining.

Known serials are FAC 2502, 2503, 2504, 2505, 2515, 2516, 2518 and 2519. The serial range is believed to be FAC 2501 through 2519. One aircraft FAC 2519 remains in the museum at El Dorado Air Base in Bogota.

CUBA: Prior to the Castro revolution the FAEC was known to operate 18 B-26's, deliveries having started in Nov 1956. (8 B-26B's and 8 B-26C's as of Nov 1956). One aircraft was unique in that it was a dual control trainer model, the only such aircraft delivered in Latin America. These aircraft were used to form part of the new FAR in late 1959.

In April 1961, a small number were still operational (different sources place the number between 6 and 15) and were used to attack the CIA backed invasion forces at the Bay of Pigs.

Confusion comes in when trying to tie down serial numbers. As the CIA operated B-26's with bogus FAR markings that were very accurate. The much published photo of FAR 933 (B-26B) is in fact a CIA operated aircraft flown to Miami as part of the cover story. Two separate aircraft with the serial FAR 933 have been sighted one a "B" model and the other a "C" model. (a real FAR a/c ?). The only positive serial I have for a FAR B-26 is FAR 917 (C). One B-26 is displayed at San Antonio de Los Baños airfield outside of Havana.

Any members with any information on Cuban aircraft please contact me as this area is extremely difficult to obtain information on. I need a good (!) photo of a Cuban Sea Fury and P-51 for future SAFO reports.

DOMINICAN REPUBLIC: In Jan 1963 four MAP supported B-26's are known to have been on hand (one was used as a spares

aircraft) Five additional aircraft were acquired under questionable means, having been supposedly sold for aerial survey work in Chile.

In Dec 1967 the surviving five B-26's were offered for sale. Known serials were FAD 3203, 3206 and 3207. These aircraft had non-standard gun installations. One aircraft FAD 3206 was a transport conversion.

EL SALVADOR: After much research, the figure of 5 aircraft seems to be correct. These aircraft are reported to have seen combat against insurgents. They are camouflaged with varying schemes. The illustrated example is rather provisional as far as the wing pattern is concerned, only part of the wing was visible on the photo I have. The white FAS was able to be determined as shown.

Known serials are FAS 600, 602, 603 and 604. The fifth aircraft appears in photos with FAS 603, it is a "C" model painted lt grey overall with no markings or serial. All other serials are for "B" models.

FAS 600 was sold in the US, 8 Nov 1974.

GUATEMALA: 8 aircraft were delivered from 1960 onwards. Serials known are FAG 400, 404, 412, 408, 416, 420, 424, and 428. All except 242 are "B" models.

By Sept 1968 the surviving five B-26's were assigned to the Special Air Warfare Strike/Recon unit. Four of the aircraft were intended to serve in the light, unarmed bombers and the remaining aircraft was armed with .30 cal machine guns for the recon role. The remaining three a/c (those not modified at the Panama Air Depot in 1964) were used for spares. As it turned out, these aircraft were flown very little a total of one hour during the quarter July-Dec 1967. These aircraft were finally phased out in favor of the Cessna A-37B. I have a photo of an all black B-26C with FAG rudder striping and serial 424 taken in Texas during 1960. I have no information as to wing markings of this aircraft. Anyone with further information on this aircraft please contact me.

HONDURAS: One aircraft FAH 510 was taken on strength. This aircraft was ex-HR276; ex-TI-1040L; ex-44-35918 and was acquired sometime after May 1970. The aircraft appears as per drawing. The aircraft is now in "restricted use". Earlier reports by "Flight International" of up to 6 aircraft are definitely in error.

NICARAGUA: Six aircraft are known to have been on strength by Dec 1963. Two aircraft were part of a deal that included 7 T-28's which were acquired in a trade where 25 F-51's, 3 C-45's, and 2 F-47's were traded in. Previously the FAN had acquired four other B-26's left by the CIA invasion forces after the Bay of Pigs. By June 1966 an additional six were MAP supplied. Of these 12 aircraft, only the ex-CIA aircraft were armed, all with different gun installations. One additional aircraft delivered between July-Dec 1963 was used for spares, it is doubtful if this aircraft ever carried a FAN serial. One aircraft reported survived the civil war to become a part of the Fuerza Aerea Sandanista (FAS). Three aircraft were traded (along with other aircraft) for seven Cessna Skyhawks.

Serials known are FAN 400, 420, 404, 422, 401, 402 and 403. Serials 600, 601, 602, 603, and 604 are believed to be renumbered 400 series aircraft.

PERU: 10 aircraft were delivered Nov 1954. At least 10 additional aircraft were delivered starting in Dec 1956. For a total of at least 20 aircraft.

In June 1955 eight B-26's were assigned to the "light bomber squadron" a mixed unit with 6 B-25's, and 2 PV-2's as well as the B-26's.

By Dec 1963 15 aircraft were still active. By 30 June 1968 14 aircraft were assigned to the 721st Esquadron de Bombardero ligero of the 7th Grupo de Bombardero at Piura.

An interesting footnote to the history of the B-26 in the FAP involves a UFO story that made the rounds during the early 60's. In the story a FAP B-26 was "chased" by a UFO resulting in a night, lights out, landing.

Known serials (early) are: FAP 572-579. Later serials are 218, 221, 222, 226, 214, 215, 217. (these are reserials

of the earlier 500 series a/c). 226 and 217 are both known to be "C" models. FAP 221 is the only known B-26B model.

The illustrations contain all the known color schemes I have at this time.

Any Members with further schemes or information are encouraged to contact me and I will update this report with that information.

SOURCES: A special thanks must go to Dan Hagedorn (SAFCH 394) without who's help this report could not have been done. He supplied most of the historical information contained and some of the photos that are the bases for the art work. Other sources are G. Kuhn, H. Rowe, R. Eberle, J Serrano, Greens; "Air Forces of the World", IPMS "UK", IPMS-USA, Air International, and Air Enthusiast Quarterly.

Recommended Kit: Airfix B-26 1/72.

COLOR NOTES:

(1) BRAZIL: FAB 5153, B-26B. Aircraft is bare metal overall. Cowls flat black (very weathered). "5" on vert stab is in red. Brazilian insignia in four wing positions. Grupo 5 (see details page) marking carried as indicated on drawing.

(2) BRAZIL: FAB 5160, B-26C. After return from Tuscon. A/C is camouflaged as per USAF B-26K's, i.e. Forrest green upper and lt grey under surfaces. Brazilian national insignia carried in six positions. Grupo 10 insignia appears to be carried on port side only. Starboard side marking is a playing card as shown on details page.

(3) CHILE: FACH 848, B-26B. A/C bare metal with international orange panels. Cowels flat black (very weathered). National insignia placement is a bit confusing with this aircraft. Normal placement would be upper left/lower right, however this aircraft clearly shows national insignia carried below left wing. (perhaps in all four wing positions?). Nose insignia appears to be a diving bird, can any member shed some light on this marking?

(4) CHILE: FACH 840, B-26C. A/C as displayed at Cerro Moreno BA. Gloss black overall, wing insignia in two positions, upper left/lower right. 840 in red and tips of engine nacelles are red. Note that this aircraft carries both rear turrets.

(5) COLOMBIA: FAC 2519, B-26C. A/C as displayed at El Dorado Air Base. Gloss black overall, insignia in four positions with a/c number on upper right/lower left wing, in white. Some operational aircraft carried a winged horse insignia (FAC 2517) as per details page; this was positioned on the fin above the serial number.

(6) CUBA: FAR 917, B-26C: aircraft bare metal overall, cowls flat black. Wing insignia upper left/lower right. All lettering in black. B-26B FAR 933 is a CIA aircraft however the insignia and markings are accurate. There is some thought that this indeed copied exactly an existing FAR aircraft.

DOMINICAN REPUBLIC, FAD 3207, B-26B: Bare metal overall Black cowls, insignia in four positions with a/c number carried on opposite wing. No rudder striping on this aircraft.

EL SALVADOR: FAS 603, B-26B: Camouflaged tan and OD, over light grey. Insignia carried in four positions with FAS in white on top right wing. (need confirmation if this is also carried lower left wing.) A/C number also in white on fin. FAS camouflage schemes varied from aircraft to aircraft.

GUATEMALA: FAG 420, B-26B: Aircraft bare metal overall. Cowls show where black paint had been removed. Aircraft appeared very weathered and worn. Insignia carried in

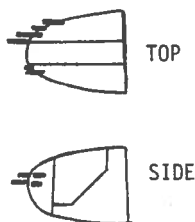
four positions with FAG in black on opposite wing.

HONDURAS: FAH 510, B-26B: Aircraft appears OD overall. Aircraft number in white.

MEXICO: Only one B-26 used. This was a B-26B VIP transport conversion, FAM 1300. Colors as per drawing. all lettering was yellow, (shown in black for clarity) All colors are gloss.

NICARAGUA: FAN 400, B-26B: Insignia A carried on fuselage only. Insignia B carried upper left, lower right wing. a/c number carried on nose wheel doors as well, number is stencil style lettering.

NOSE GUN INSTALLATION ON
NICARAGUA, EL SALVADOR,
BRAZIL AND HONDURAS B-26B's.



PERU: FAP 217, B-26C: Aircraft gloss black overall. A/C number in white. Insignia in four positions with a/c number on opposite wing. tips of nacelles are red.
I need color information on FAP 221, B-26B.

I will be moving to Hawaii in Dec, until that time I may be reached at 330 Allen St Norfolk, Va 23505. Any members wishing to trade slides/prints, I have an extensive collection of USN/USMC/USAF and foreign aircraft to trade for photos of Latin aircraft.

Nicholas J Waters III. (SAFCH #2)



INSIGNIA OF 10^o GRUPO, BRAZIL

CROWN IS RED WITH BLUE TIPS.
LION IS RED WITH BLUE CLAWS
BACKGROUND IS WHITE. FLAG IS
BLUE, WITH WHITE LETTERING.

BLACK
RED

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"In 1964 I observed several times two Helio 295 Courier (U-10A) over southern Germany. These aircraft carried possibly fake national markings and registration somewhat resembling those of the Royal Danish Air Force. One was natural metal overall, but the other had standard NATO camouflage of dark grey/olive green with light grey undersides. These U-10s were operating near the German/Austrian border where they flew low through the mountain valleys of the Bavarian Alps in the Berchtesgaden/Bad Reichenhall area. I first believed them to be Danish aircraft, but I later learned that neither the RDAF nor the Danish Army possessed any U-10s at that time. Further research revealed that at that time very few Helio 295 aircraft existed in the whole of Europe. Two or three aircraft were on the civil register of Iceland and Norway. There is also the possibility that perhaps two U-10s were flown by the 10th Air Commando Squadron, USAF, based at Sembach near Kaiserslautern. However, from all I know, the aircraft of that unit (usually C-47s, C-119s, a few C-130s, occasionally a few On-Mark B-26K) carried full USAF markings or none at all, which was not unnatural for aircraft destined for clandestine missions. I do not regard it likely that they would use the markings of another European air force or some fancy markings of a non-existing air force. Is it possible that any other European air force used the U-10 at that time? Description of markings: The red and white roundels and the positioning of the registration very much resembled those used by the Danish Air Force. The registration consisted on one letter and a three digit number, but it was so small that I could not read it. On the undersides of the wing, the registration was positioned in the flying direction one on wing and in the opposite direction on the other wing. There was a tiny red fin flash, possibly with a white pattern, but this was so small that I couldn't even discern its shape.

"In early 1966 at Ramstein AFB Germany, I observed an USAF Douglas B-66 Destroyer which had obviously been converted into a VIP transport. On each fuselage side, this aircraft had 5 small, rectangular, airline-type windows. The tail turret and gun-laying radar had been replaced by a short, blunt metal fairing. Otherwise, it was a standard B-66; overall natural metal with full USAF markings, but without unit emblem. I have forgotten the serial number. Unconfirmed information is that On-Mark Engineering of Van Nuys, California, did convert a small number of surplus B-66s into high-speed VIP transports in

1965/66, but details - such as the exact designation, how many converted, technical data, which units used them, etc., are lacking.

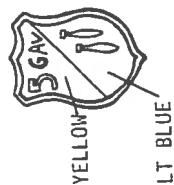
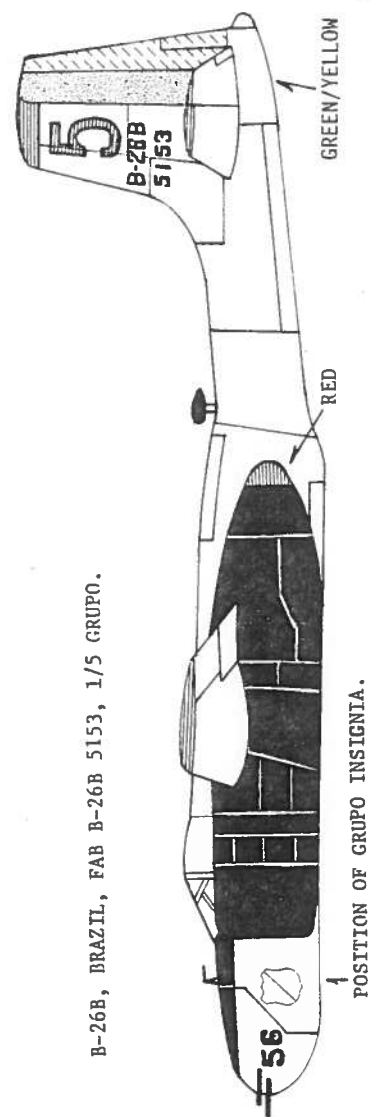
"Can anyone identify the following B-29s. Between early 1955 and March 1959, a number of Superfortresses were frequently seen over southern Germany practicing ultra-low level, day and night flight training. All weapon turrets had been removed and faired over. Black dielectric panels in the belly of the fuselage, plus a lot of antennas out on the wings and along the fuselage pointed to the use of some kind of advanced electronic equipment for navigational purposes. None of these aircraft carried unit emblems, some sported an "arctic red" paint scheme. Serial numbers were in the 0-529..., 0-466..., and 0-484... range. I believe that these B-29s had been converted to transports and operated by the 582nd Air Resupply and Communications Group, USAF, at that time based at Molesworth, UK. This Group was certainly one of the least publicised units in the USAF at that time, but I know that they used a vast variety of aircraft types - B-29s, B-50s, C-47s, C-54s, C-123s, HU-16s, HU-19s, various light aircraft such as the L-20/U-6 Beaver and U-10 Courier; also C-119s, C-118s, and C-130s. Their aircraft sometimes carried weird camouflage schemes with spurious or no national markings, but many had full standard USAF markings as did the B-29s mentioned here. That a CB-29, a transport version of the B-29 did exist in the 1950's is sure, but more detailed information is lacking.

"In 1954, I saw an ever more mysterious B-29 over Germany. This aircraft appeared to have been re-engined with some sort of turbo-compound piston engine as used on the Douglas DC-7C and Lockheed Super Constellation. When it cruised by at 25,000 ft at 400+ mph (much faster than any standard B-29) it sounded like a propjet; exactly like the DC-7C did when flying high and fast. It had an unusual very high-gloss silver-grey colour scheme and carried no markings at all. It may well be that only one such aircraft existed, and any further comments about it would be pure speculation.

"I know that after 20 or 30 years unraveling the secrets of such aircraft, which at the time were certainly highly classified, is an almost impossible job. Any help that your readers can give me would be greatly appreciated."

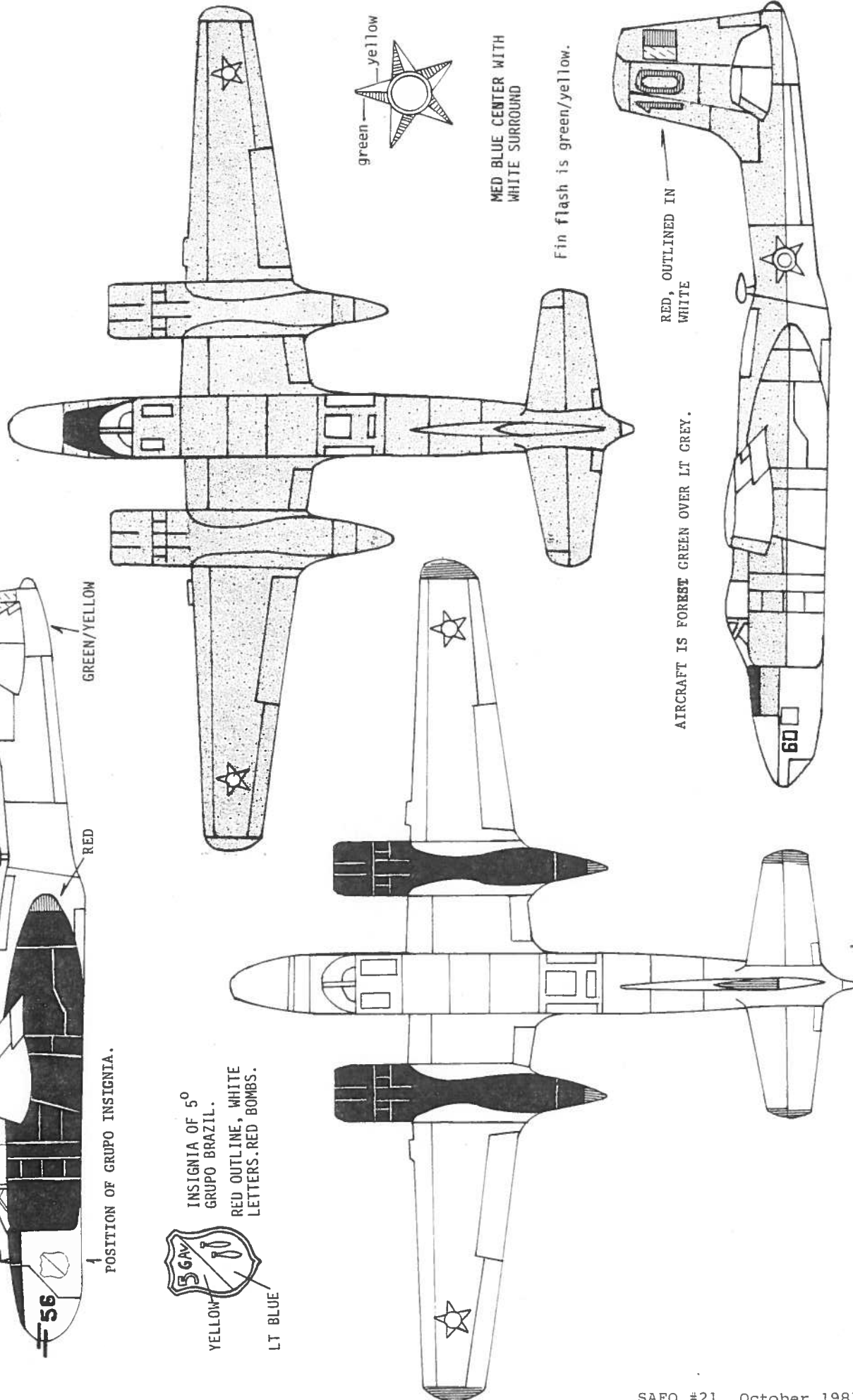
Otto Trill (SAFCH #368), Kaltenbach 5, D-8220 Traurntein, WEST GERMANY.

B-26B, BRAZIL, FAB B-26B 5153, 1/5 GRUPO.



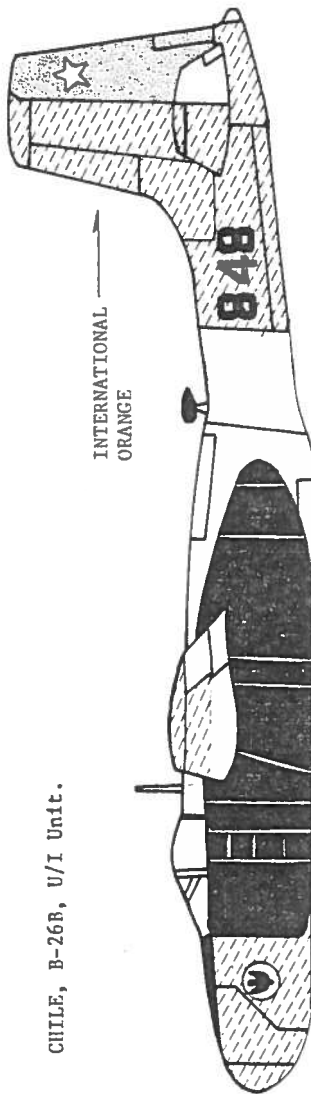
INSIGNIA OF 5^o
GRUPO BRAZIL.
RED OUTLINE, WHITE
LETTERS. RED BOMBS.

BRAZILIAN B-26C, FAB B-26C 5160. 1/10 GRUPO

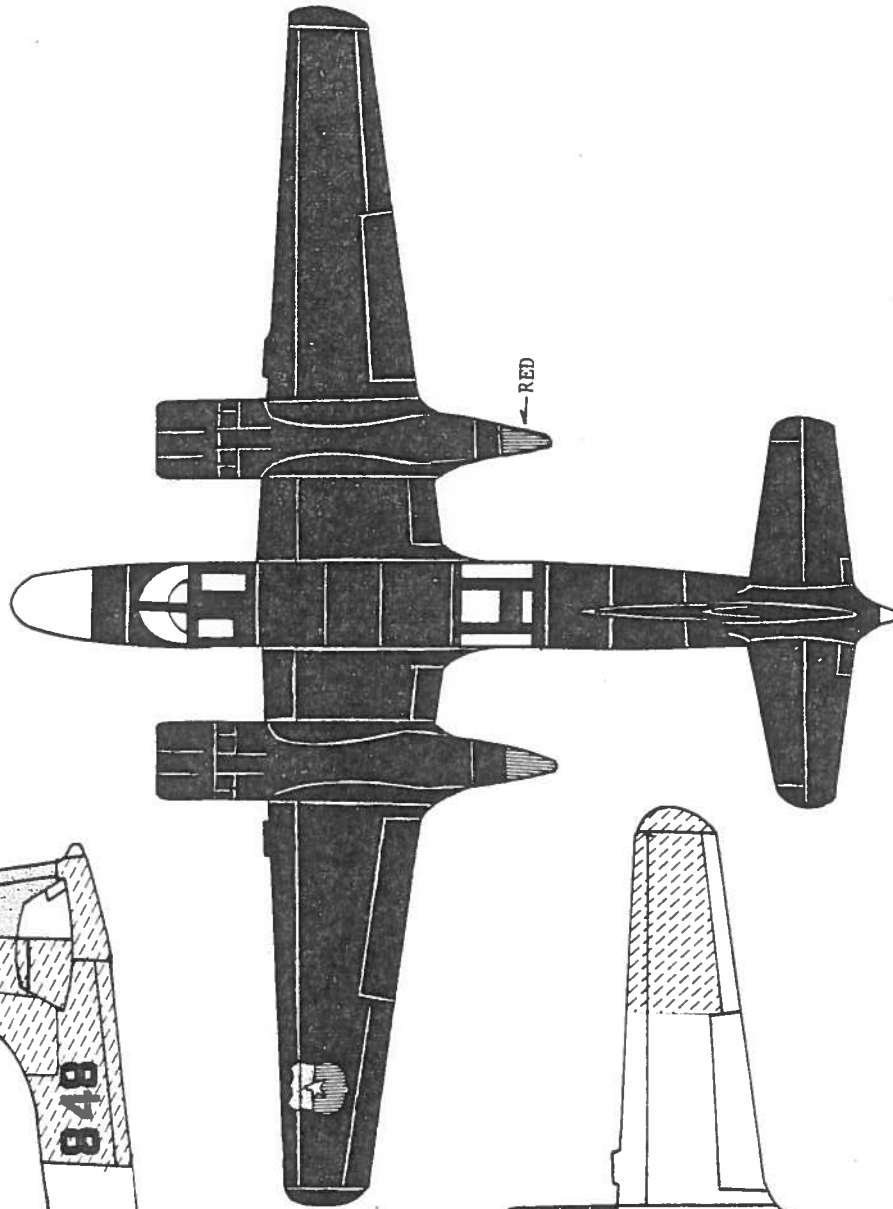
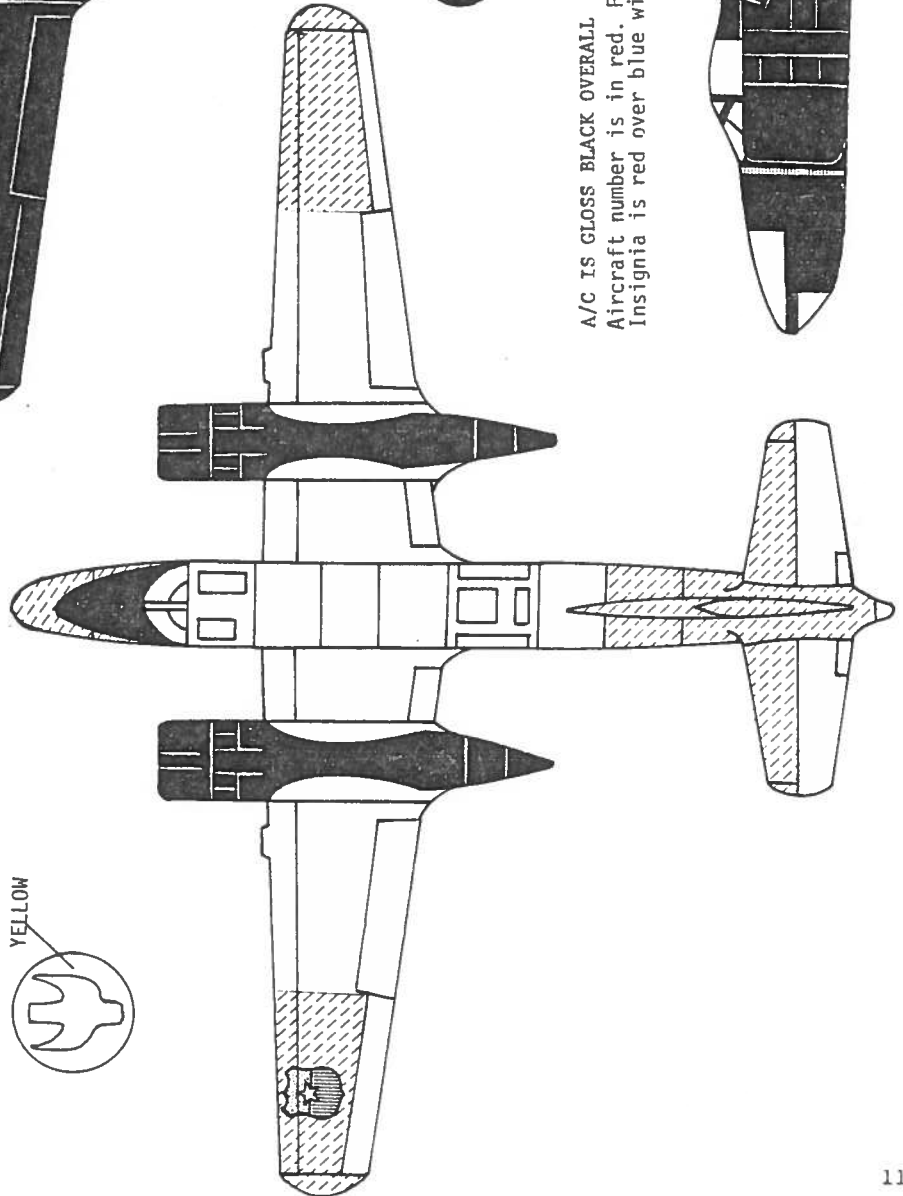


CHILE, B-26B, U/I Unit.

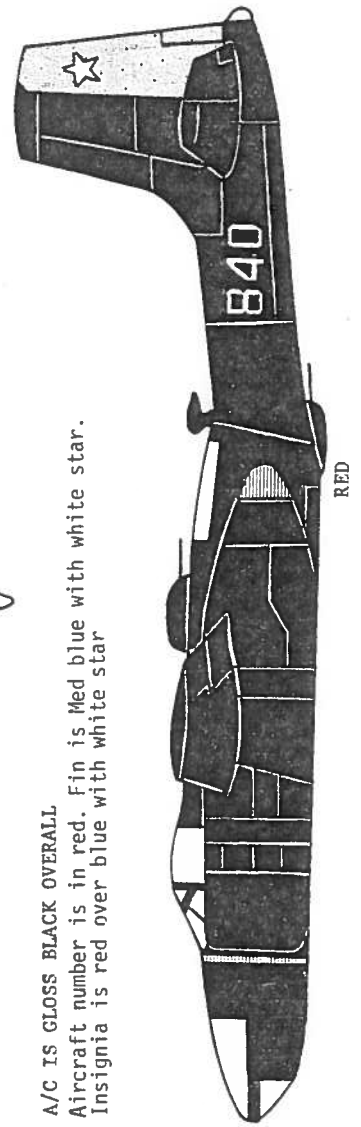
CHILE, B-26C, FACH 840.



A/C IS BARE METAL OVERALL.
Fin is Med Blue, Star is white.

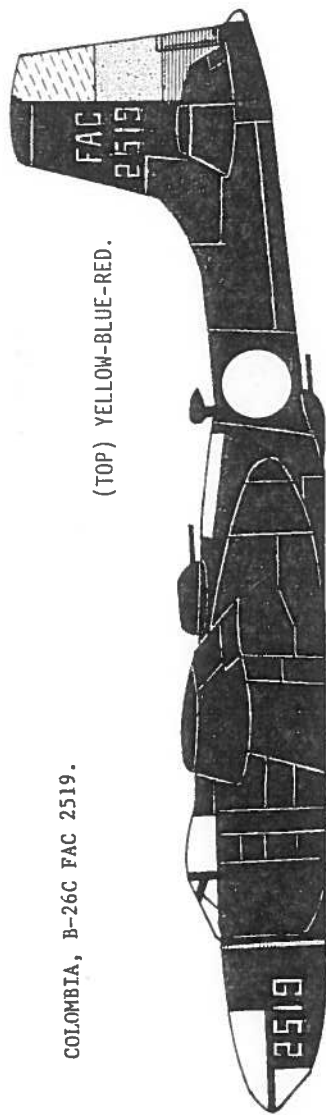


A/C IS GLOSS BLACK OVERALL
Aircraft number is in red. Fin is Med blue with white star.
Insignia is red over blue with white star

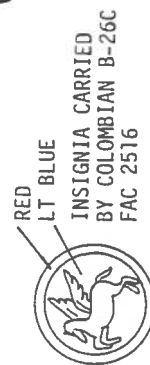
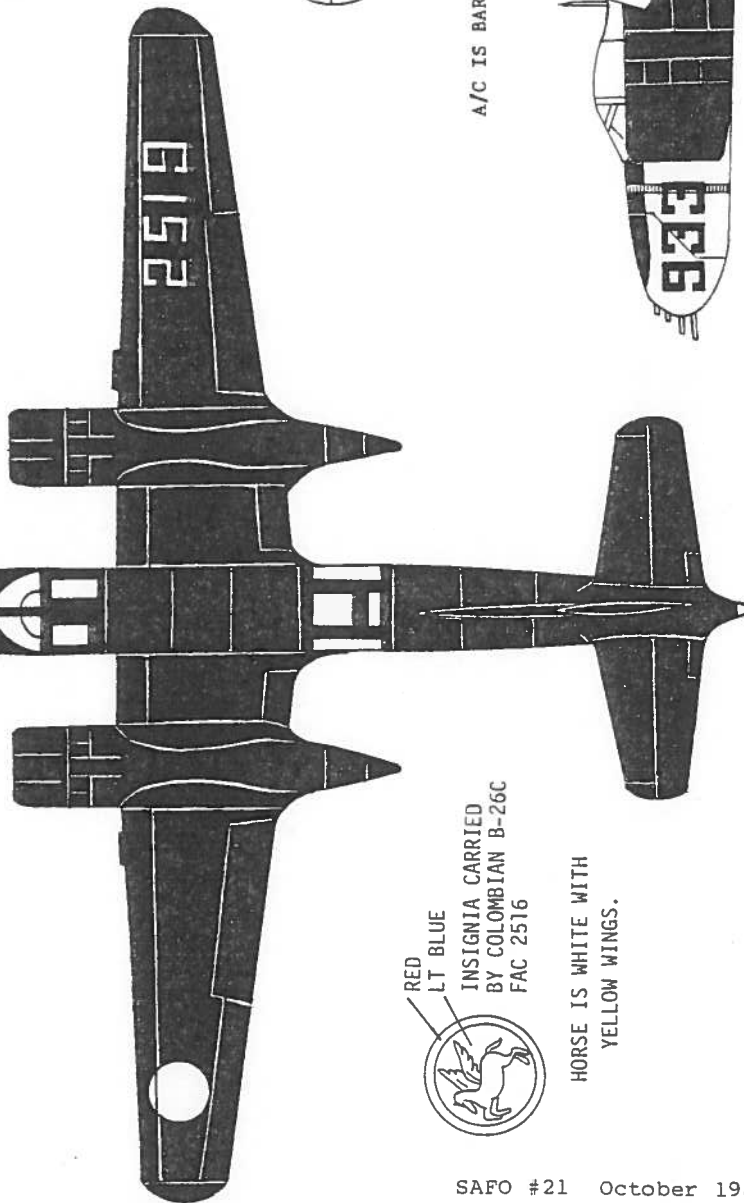


COLOMBIA, B-26C FAC 2519.

(TOP) YELLOW-BLUE-RED.

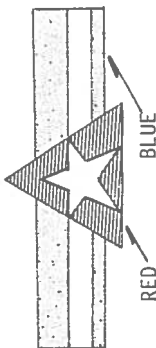
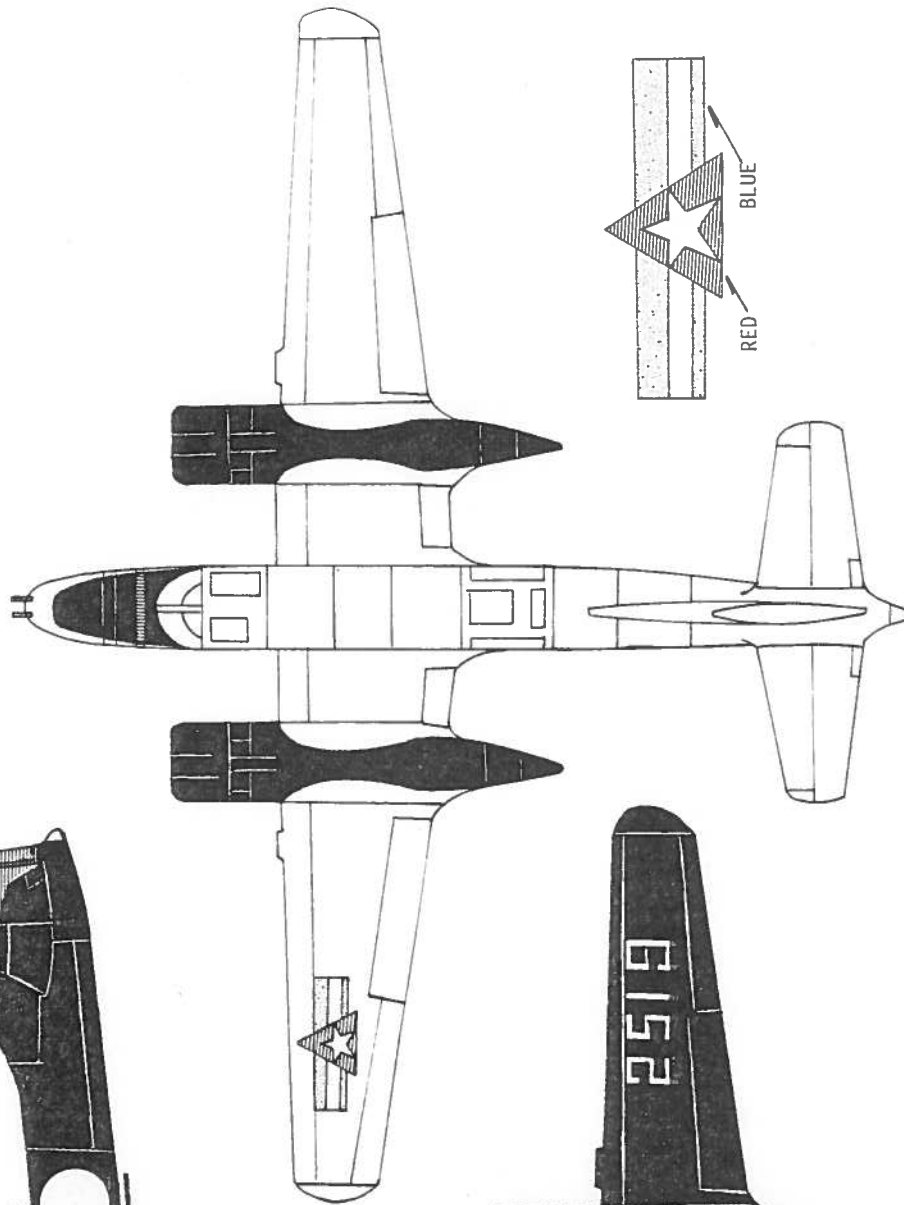


A/C IS GLOSS BLACK OVERALL

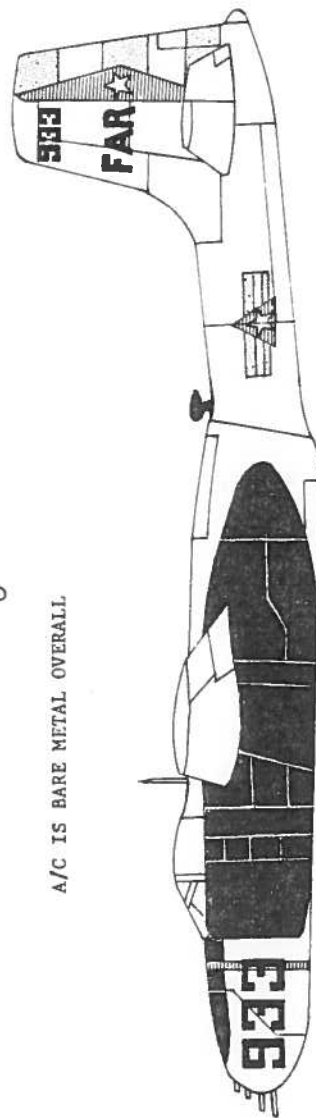


HORSE IS WHITE WITH YELLOW WINGS.

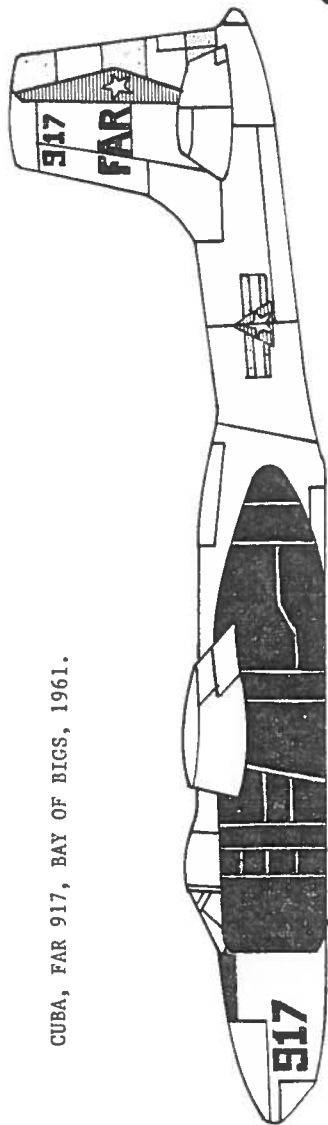
CUBA, FAR 933, CIA AIRCRAFT, MAINI 1961.



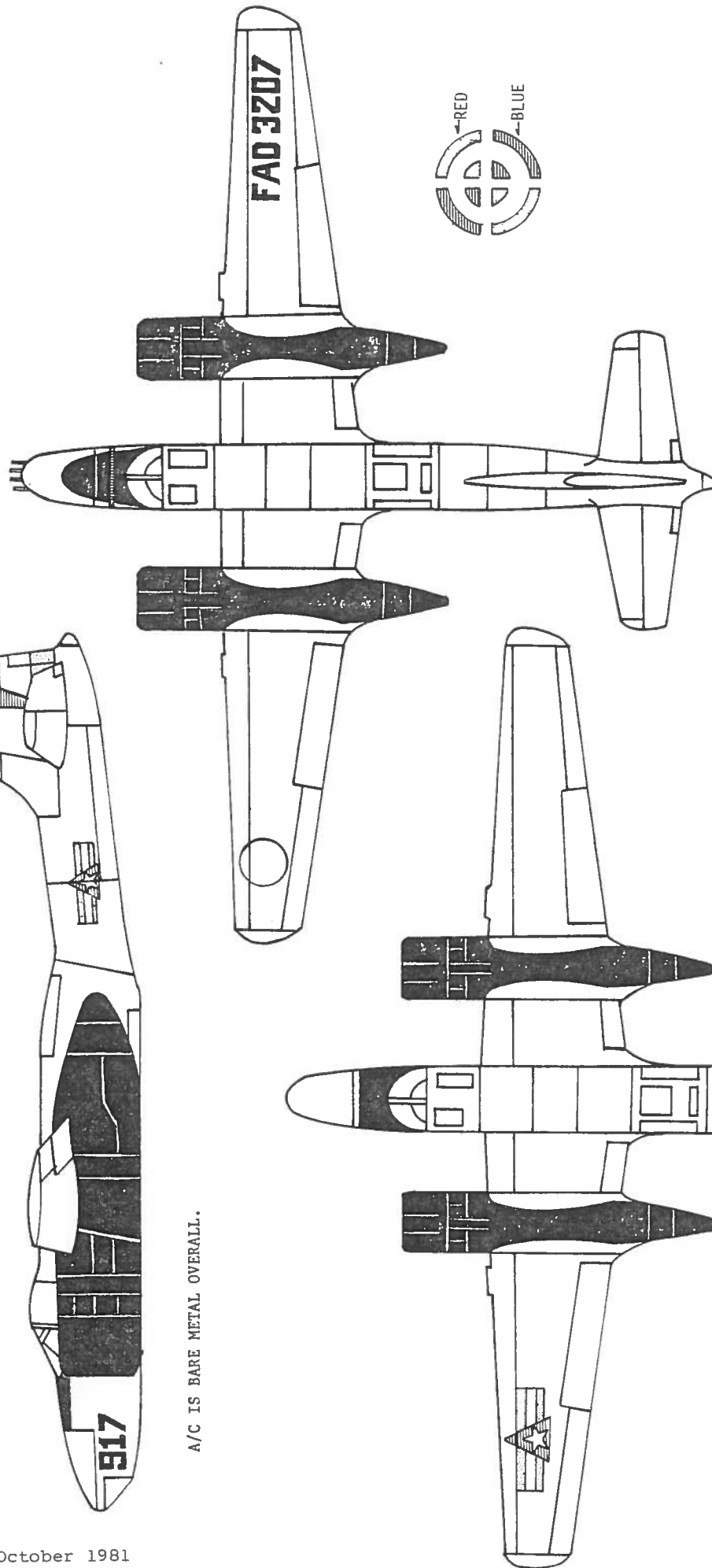
A/C IS BARE METAL OVERALL



CUBA, FAR 917, BAY OF BIGS, 1961.

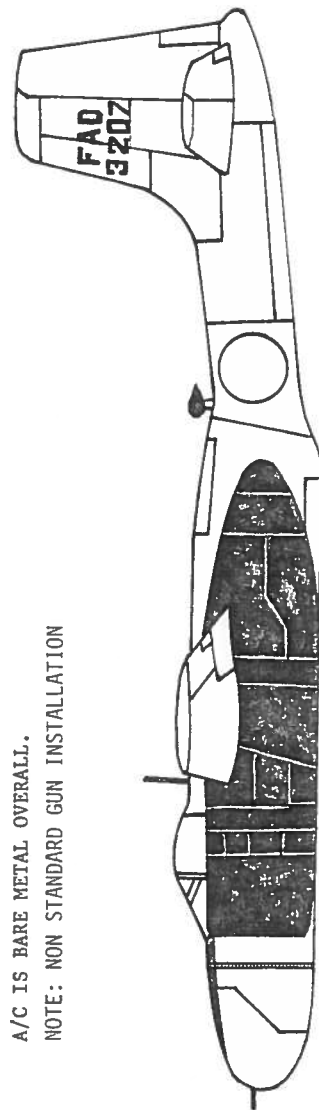


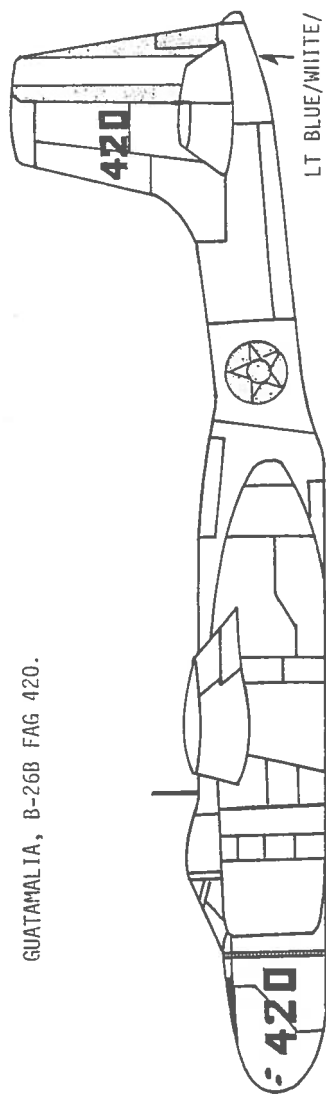
DOMINICAN REPUBLIC, B-26B, FAD 3207, 1965.



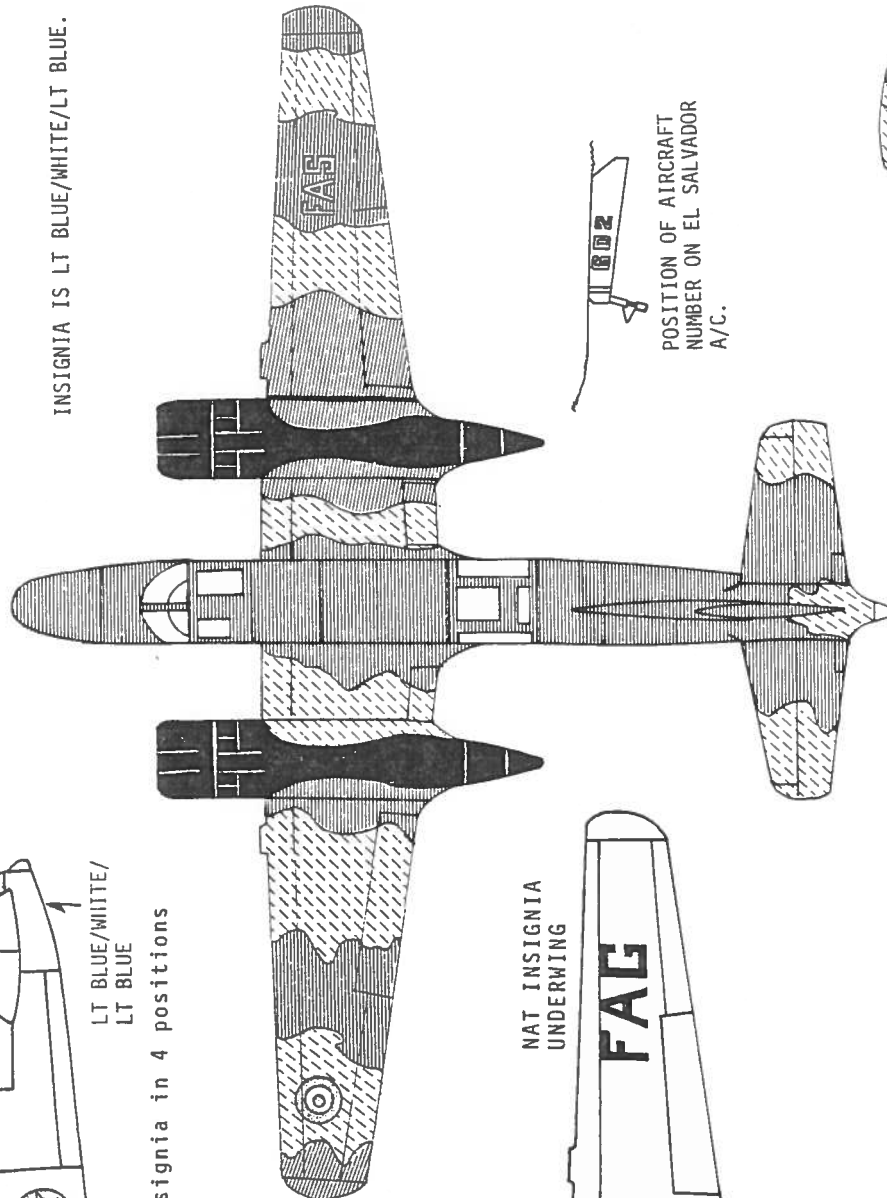
A/C IS BARE METAL OVERALL.

A/C IS BARE METAL OVERALL.
NOTE: NON STANDARD GUN INSTALLATION

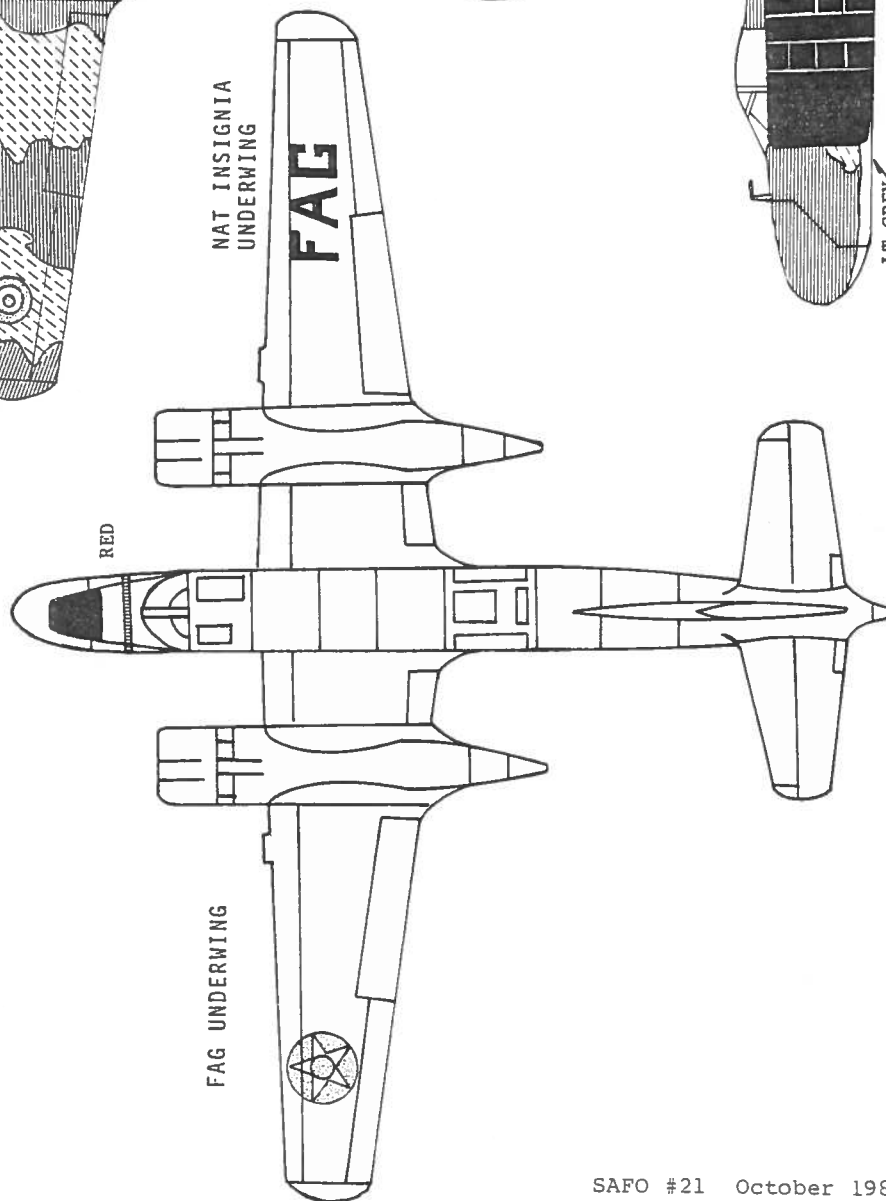




Aircraft is bare metal overall. National insignia in 4 positions
Red prop warning stripe forward of cockpit.



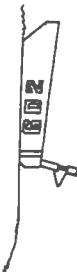
INSIGNIA IS LT BLUE/WHITE/LT BLUE.



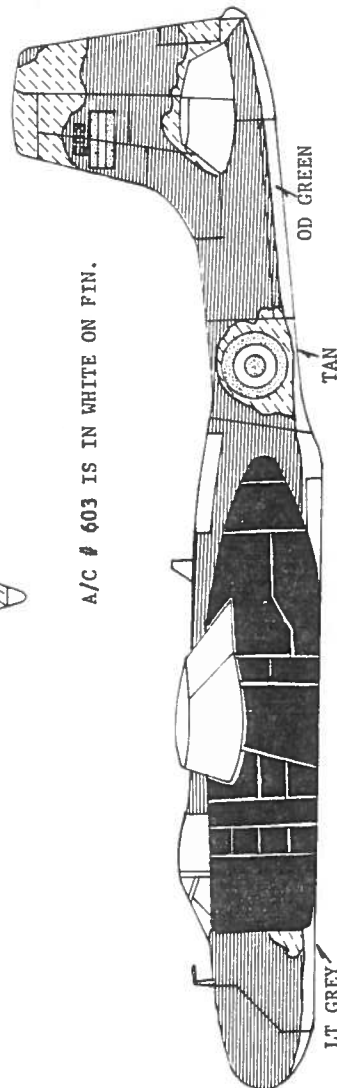
FAG UNDERWING

NAT INSIGNIA
UNDERWING

RED



POSITION OF AIRCRAFT
NUMBER ON EL SALVADOR
A/C.



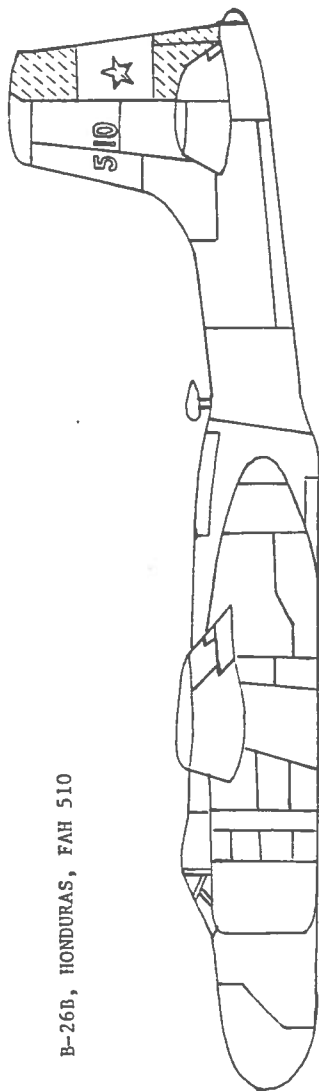
A/C # 603 IS IN WHITE ON FIN.

OD GREEN

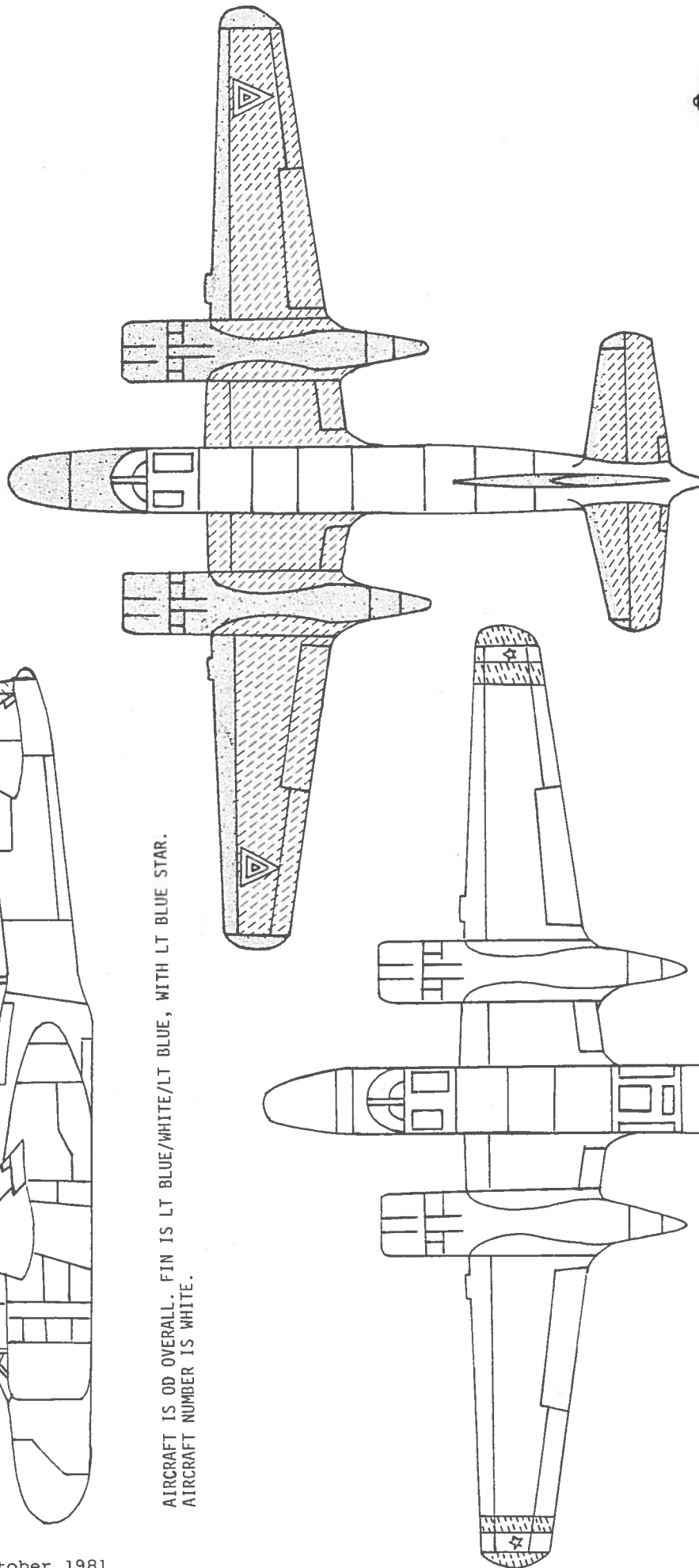
TAN

LT GREY

B-26B, HONDURAS, FAH 510

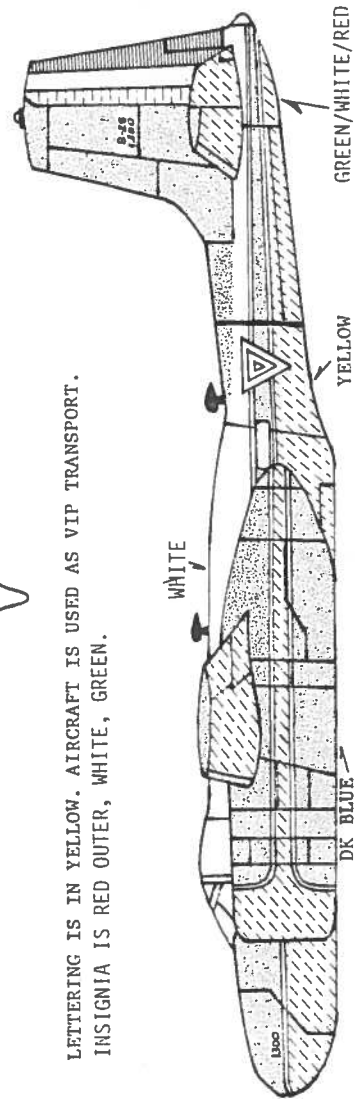


MEXICO, B-26B, FAM 1300



AIRCRAFT IS OD OVERALL. FIN IS LT BLUE/WHITE/LT BLUE, WITH LT BLUE STAR.
AIRCRAFT NUMBER IS WHITE.

LETTERING IS IN YELLOW. AIRCRAFT IS USED AS VIP TRANSPORT.
INSIGNIA IS RED OUTER, WHITE, GREEN.

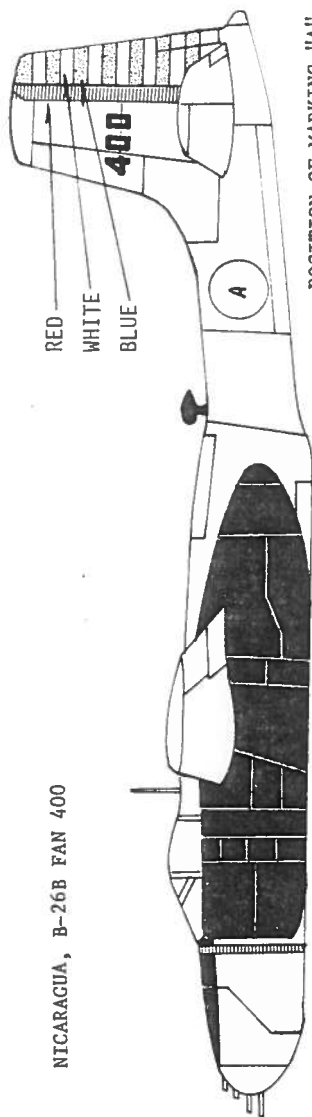


GREEN/WHITE/RED
YELLOW

WHITE

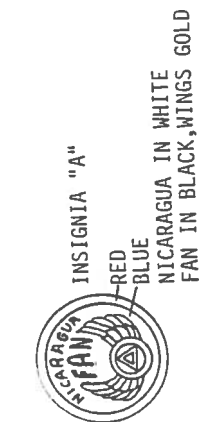
DK BLUE

NICARAGUA, B-26B FAN 400

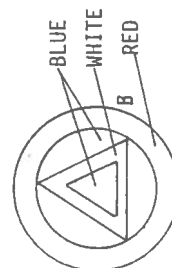
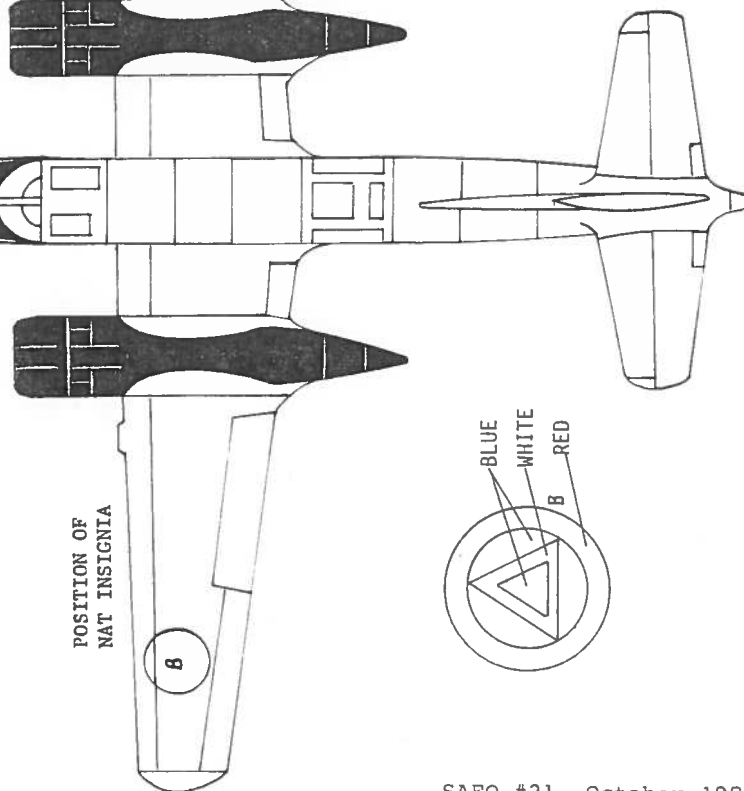


A/C IS BARE METAL OVERALL

POSITION OF MARKING "A"

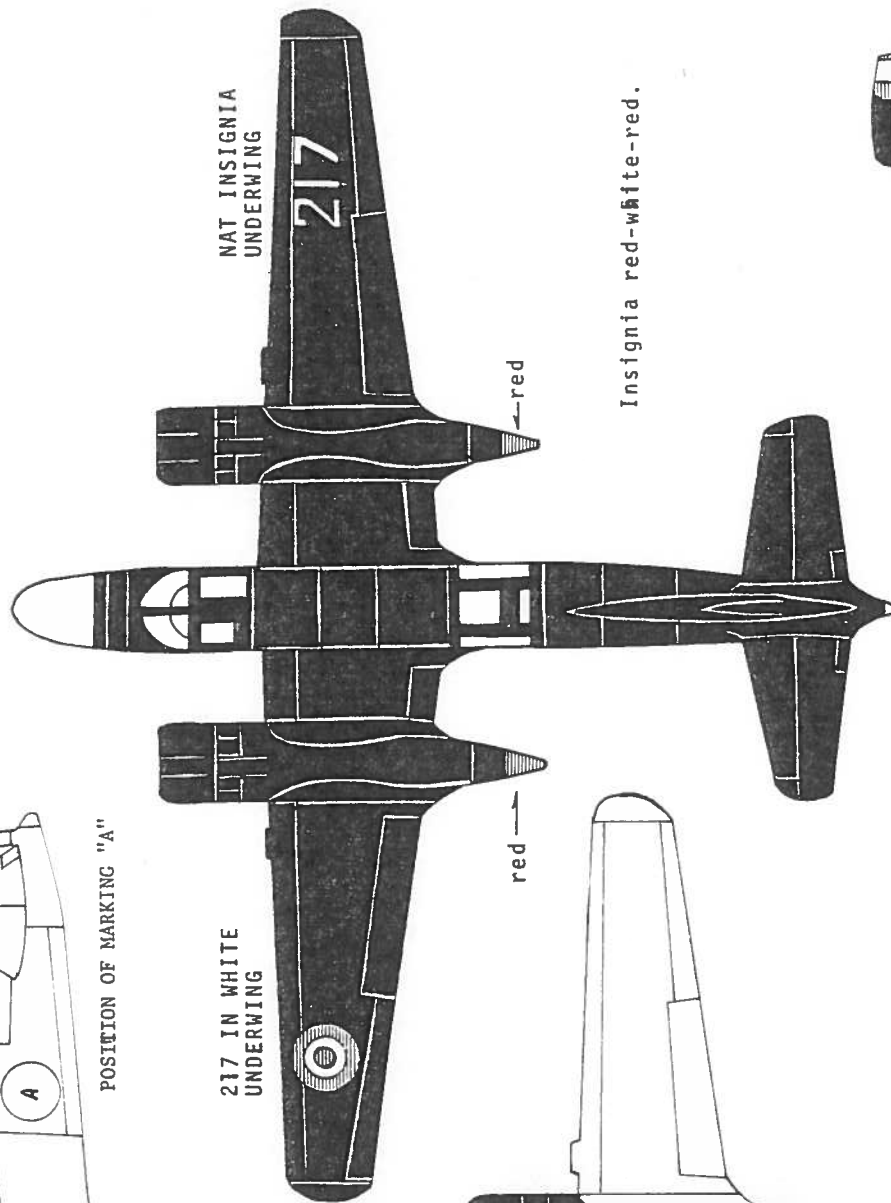


POSITION OF
NAT INSIGNIA



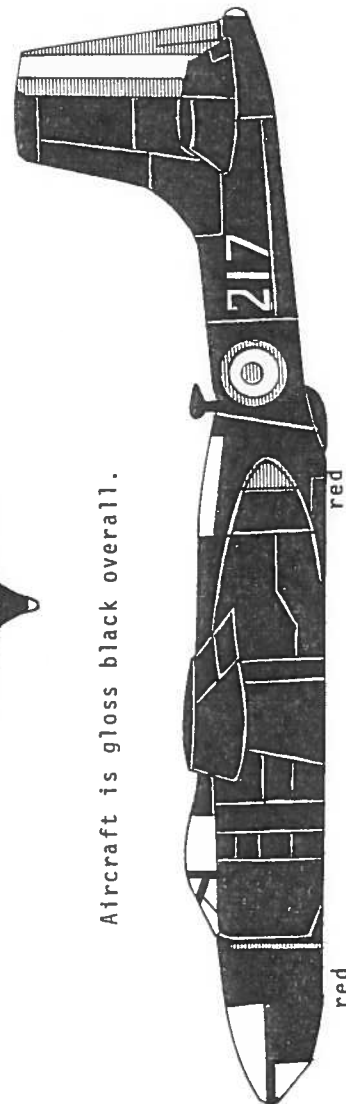
PERU

B-26C, FAP 217



Insignia red-white-red.

Aircraft is gloss black overall.



BULGARIAN AIR FORCE IN WW2

On 1 March 1941, after a long period of pressure both from Germany and from a small pro-Axis element within the country, Bulgaria signed the Tripartite Pact and joined the Axis powers. The small Bulgarian Air Force now came under the control of Luftlotte 4 of the German Air Force, and steps were immediately taken to bring it into line with German practice. Ten existing airfields were taken over by the Luftwaffe and the building of new ones commenced. Protection of Bulgarian air space remained in the hands of the Bulgarians, and new aircraft were provided by the Germans to modernize the small air arm.

On 13 December 1941, Bulgaria declared war on Britain and the USA, but because of a strong national feeling of friendship for the Russians, she remained neutral in that conflict. By 1943, little action had been seen by the air arm, but with the US attacks on the Rumanian oil fields, attacks on returning American Bombers increased. It was found, however, that the Avia B 534s were no match for the faster Allied machines and new equipment in the form of Me 109s was supplied during 1943.

With the advance of the Russian forces to the Bulgarian border in 1944, the Soviets dropped leaflets demanding that Bulgaria declare war on Germany or the Soviet Union would consider herself at war with Bulgaria. On 8 September 1944, Bulgaria declared war on Germany, and Russian troops occupied her territory without resistance. From this point on until the end of the war in Europe, Bulgarian pilots flew against their former allies in support of the Russian army.

The following drawings show twelve aircraft from the Axis period. Other aircraft used by the Bulgarian Air Force during the early 1940's include: 12 He 51, 42 FW 44, 6 He 72, 12 He 45, 6 FW 56, 12 Do 11D, 18 FW 58B, 12 Ar 65, 14 Bu 131, 45 PZL P-43, 2 Ju 52, 72 Avia B-534, 28 Avia B-122, 32 Avia B-71, 1 Aero A-304, 12 MB 200, 60 Letov S-328, 31 Ar 96B, 3 Ar 96A, 19 Me 109 E-3, 23 Do 17M, 6 Me 108, 19 Fi 156, 2 He 42, 2 He 60, 12 Ar 196 A-3, 16 Me 109 G-2, 24 Avia B-135, 19 FW 189, 12 Ju 87R, 32 Ju 87 D-5, 72 Me 109 G-6, 1 LeO H 246, 24 Bu 181, 1 He 111 H-16, 100 D 520.

Fig. A. Me 109 E-4. This aircraft was one of 19 operating with the 6th Fighter Regiment from 1942. The machine is finished in Hellgrau 76 on fuselage and upper wings, with light blue on the lower surfaces. It has a yellow tail and rudder, and a yellow stripe on either side of the fuselage. The national markings of a black St. Andrew's cross on a white square are applied in six positions. A white 3 is also applied to the fuselage and the upper surfaces of the wings. A black 3 is applied to the lower surfaces of the wings. (See Fig. G for position of wing markings.) No coloured wing tips were applied to this machine.

Fig. B. Me 109 G-6. One of 72 of this type supplied to the 6th Fighter Regiment at Karlovo, and used in the defence of Sofia in April 1944. The machine is finished in a mottle of RLM grey on Hellgrau 76 on the fuselage sides and upper surfaces of the wings. Undersides are in standard blue. The propeller spinner is yellow, and a green band encircles the fuselage. The number is in white. The national markings appear in the usual six positions. Yellow wing tips appear below the wings (as in Fig. G0, but a number is not carried).

Fig. C. Avia B-535vi. One of 72 machines supplied at 40% of original cost by the Germans in 1939. Called "Dogan" in Bulgarian service. This aircraft is finished in light olive green upper surfaces mottled with light blue. The under surfaces being the same blue. The propeller spinner, fuselage band, and upper surfaces of the wing tips are all finished yellow. National markings are as standard. No number is carried.

Fig. D. Avia B-135. This machine was used against US bombers returning from the Rumanian oil fields. It is finished in olive and blue, and carries standard national markings. The rudder carries the Bulgarian colours of white, green, and red. The "5" is in white on the fuselage, and appears on both wings above and below as shown in Fig. G. It is in white on the upper surfaces and black on the lower surfaces. No yellow wing tips are applied.

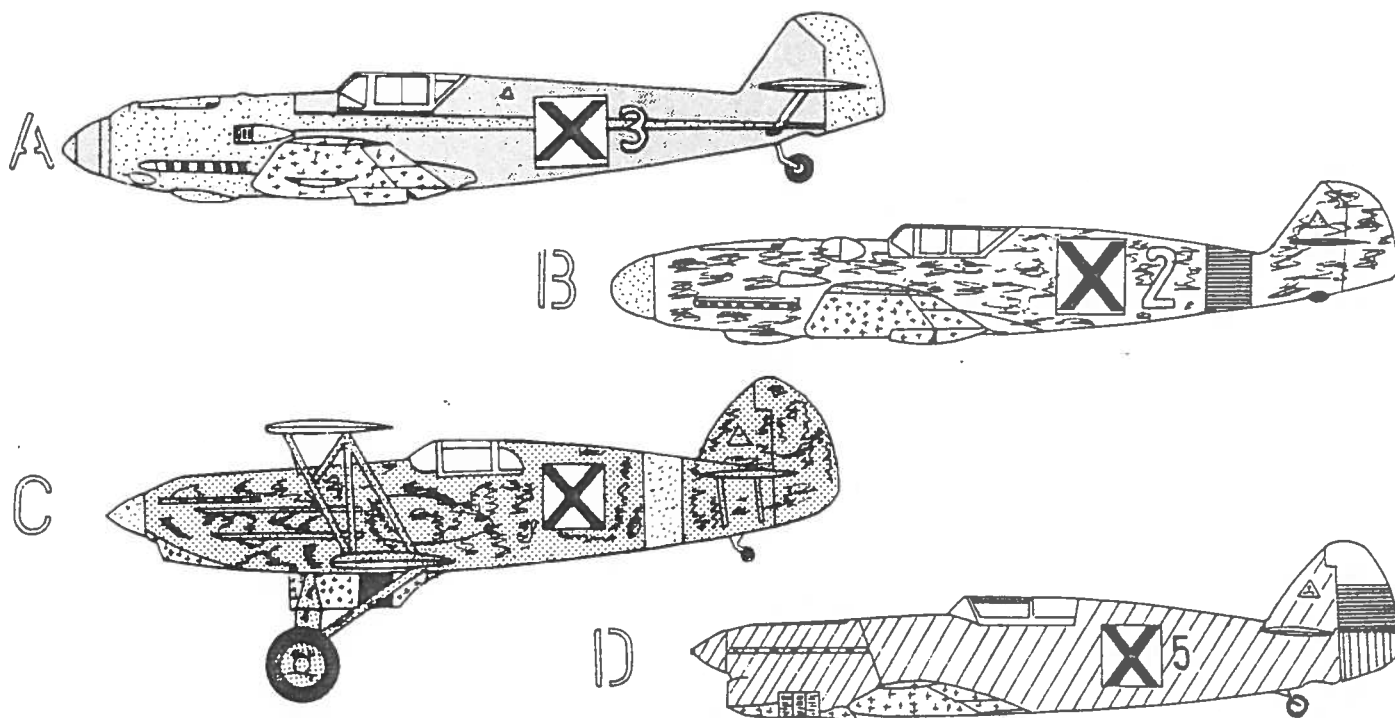


Fig. E. Dewoitine D 520. An aircraft of the 3rd Squadron, 6th Orliak, at Bojourishte in February 1944. The wings and upper fuselage are olive with olive mottle on blue fuselage sides. Standard national markings. Undersides of the wing tips are yellow as is the spinner. "13" is in white and appears on the fuselage only. The rudder is in green and red.

Fig. F. PZL P-24F. One of 24 machines built for Bulgaria and delivered in August 1939. Bulgaria had already purchased 14 PZL P-24B in 1937 and 20 P-24C in 1938, the majority of these being grounded by 1940 due to lack of spares. The illustration shows a P-24F in 1942. It is finished in olive and blue with standard national markings. No numbers are carried and no yellow wing tips are added. The rudder is in white, green, and red; and the exhaust pipe is red brown.

Fig. G. This is an example of wing markings. See notes under individual figures.

Fig. H. Tupolev SB 2 (Avia B 71). Licence built in Czechoslovakia. 32 were supplied to Bulgaria by Germany

from Czechoslovak Air Force stocks and 1939/40 production. They were known as "Avia-Katusa M-8" in Bulgarian service. The drawing shows a machine of the 5th Regiment at Plovdiv in early 1941. The aircraft is in a tone finish of Hellgrau 76, khaki, and olive with the usual blue undersides. The national markings are standard. The number 21 on the fuselage and tail is in white and also appears on the wings in white above and black below. The rudder and engine cowling are in yellow, but no yellow appears on the wing tips. The badge of Fig. J appears on the nose just in front of the cockpit.

Fig. J. The badge of the machine in Fig. H. The bird and bomb are in black on a white shield.

Fig. K. Junkers Ju 87 D-5. Aircraft used in the summer of 1944 against anti-royalists in the mountains. It is finished in olive and blue with yellow wing tips, fuselage band, and ends of wheel pants. A small bird in red appears on the fuselage band. Standard national markings. The number 30 in white appears on the fuselage only. The spinner is in white with three bands in red, and the rudder is red and green.

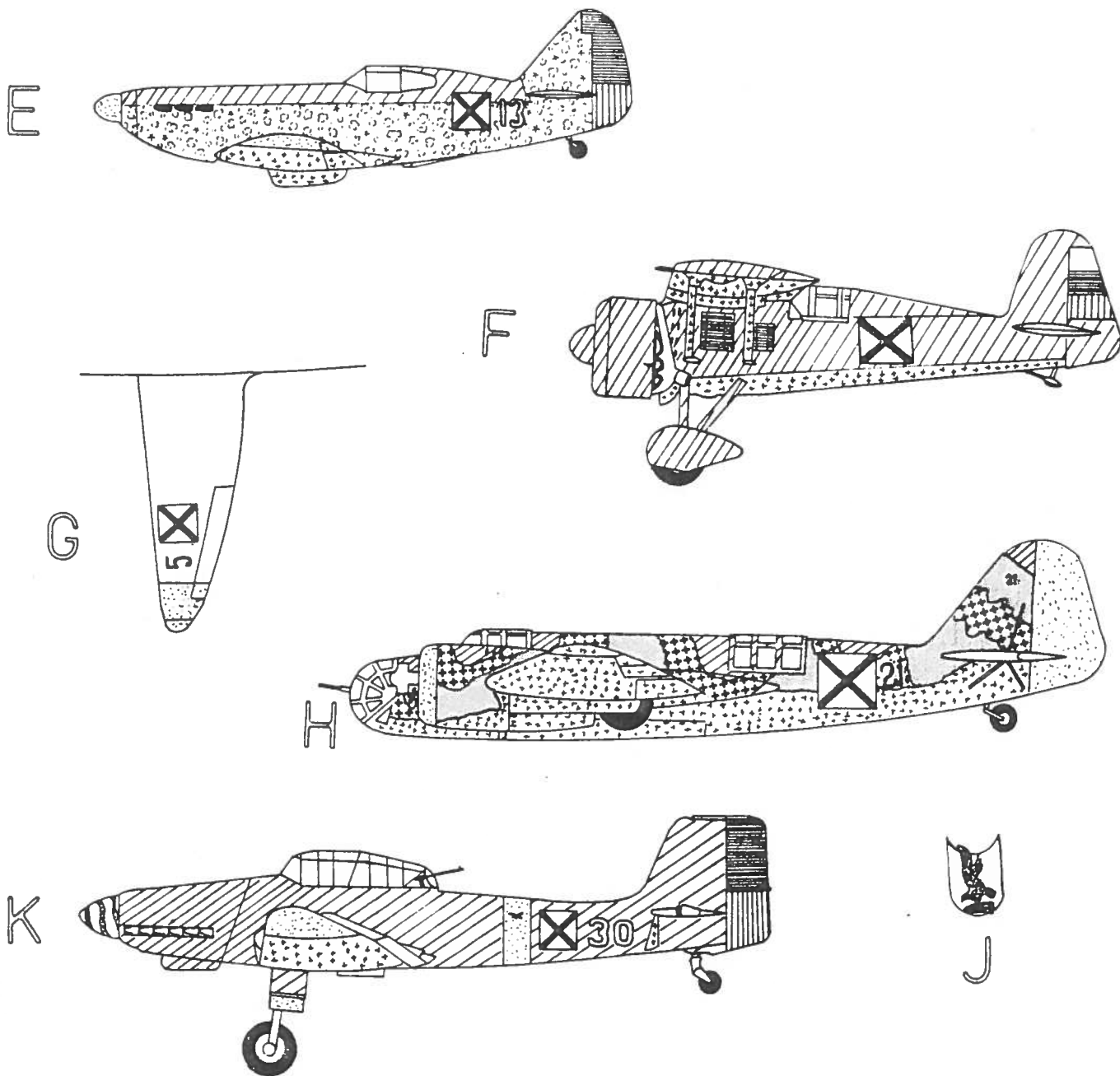
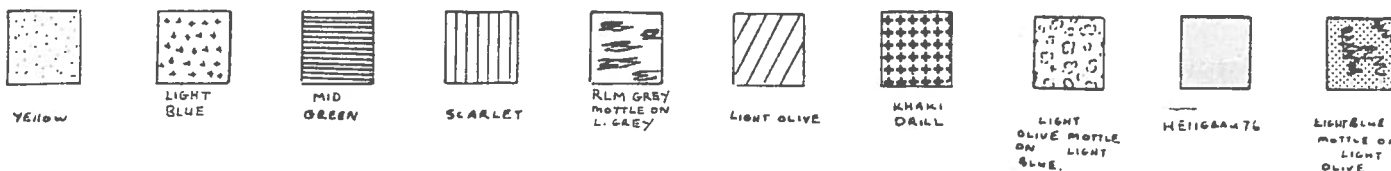
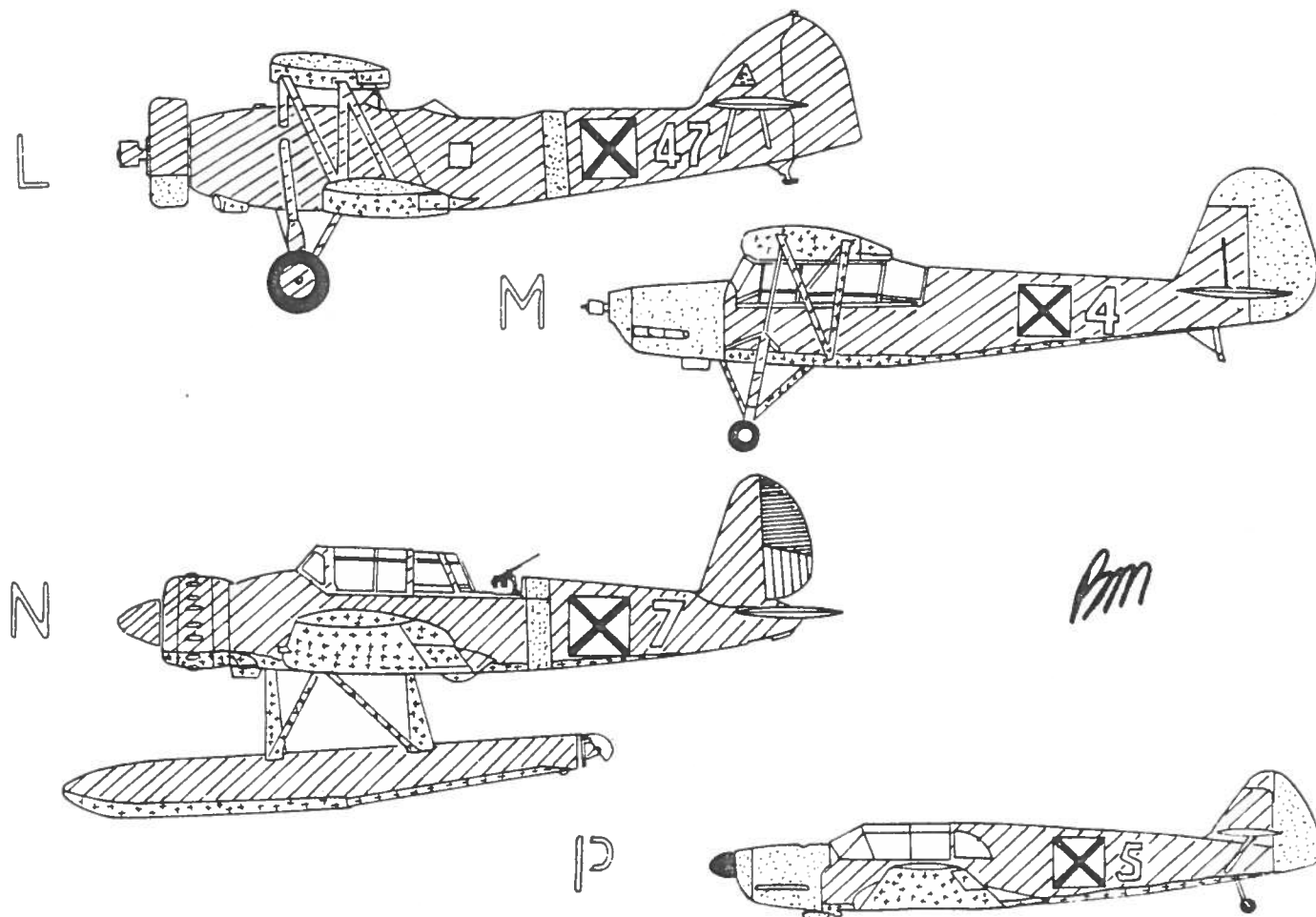


Fig. L. Letov S-328. This machine is finished in standard olive and blue with standard national markings. Upper top wing tips and lower bottom wing tips are finished in yellow, as are the fuselage band and bottom section of the engine cowling. The number is in white and appears only on the fuselage.

Fig. M. Fieseler Fi 156 C-3. Finish is in standard olive and blue with yellow rudder and nose. No yellow wing tips, but standard markings. The number 4 is in white and on the fuselage only.

Fig. N. Arado Ar 196 A-3. A machine of 161 Eskadra at Varna in the spring of 1943 used to patrol the Black Sea. Finish is standard olive and blue with standard national markings. Yellow fuselage band and green and red rudder. The number 7 is in white and appears on the fuselage only.

Fig. P. Me 108 B. Finnish is standard. The number 5 is in white on the fuselage and above the wings, and in black below the wings (see Fig. G). Nose and rudder are yellow, but not wing tips. Spinner is black.



"I would like to start a new SAFCH Research Project. This is, in fact, something I have been working on for some time with articles published in the now defunct PAM NEWS. The title would be 'Small Air Forces of World War Two', and it would cover all countries that were directly or indirectly involved in that conflict. To start the ball rolling I enclose an article on the Bulgarian Air Force that was first published in PAM NEWS. Also included is an update on the Manchurian article.

"Countries that can be covered include: Bulgaria, Rumania, Hungary, Croatia, Slovakia, Italy, Vichy France, Iraq, Iran, Holland, Belgium, Denmark, Norway, China, Greece, Brazil, Turkey, South Africa, New Zealand, Neth-

erlands East Indies, Australia, Yugoslavia, Canada, Mexico, Free French, Rhodesia, India, Thailand, Manchuria, Belgium Congo, Burma, Malaya, Hong Kong, Kenya, Philippines, Mongolia, Egypt.

"Since I started the Spanish Civil War project, several people have offered assistance (I can always do with more), and we are now able to think about a SAFO Spanish Civil War issue on the lines of the Polish and Omani issues."

Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold, Nottingham, ENGLAND.

THE WORLD OF JUNKERS

Part Four: The JUNKERS A.50

Part Five: The JUNKERS K.37 & K.39

The A.50 was sold as a civil aircraft as well as a military trainer. A total of 85 were built between 1929 and 1931. The A.50 saw military service in Finland, Hungary, Japan, Paraguay, Portugal, South Africa, and possibly Bolivia.

The K.37 was a bomber/reconnaissance/attack version of the Junkers S.36. Two were completed by AB Flygindustri. One was tested by the then secret Luftwaffe and the other was donated to the Imperial Japanese Army Air Force and tested operationally in Manchuria. A much modified version was later produced in Japan,

The K.39 reconnaissance bomber was a single prototype modified from the civil A.32 by Flygindustri in 1927. It was destroyed in a crash later that same year.

1. An A.50 delivered to Portugal's Arma de Aeronautica in 1931.
2. D-3, an A.50ce flown from Berlin to Tokyo in 1930. It was later transferred to the Imperial Japanese Naval Air Service for trials, designated KXJ1.
3. SK-1, an A.50 used as a trainer by the Finnish Ilmavoimat in 1936 and 1939-40.
4. "Aikoku No. 1", the K.37 (ex SE-ABP) donated to the JAAF in 1932. The fuselage inscription reads "Aikoku 1", or Patriotism No. 1. The characters on the rudder have the same meaning.
5. S-73, the sole K.39 prototype owned by AB Flygindustri, 1927.
6. Flygindustri trade mark.

ADDITIONS AND AMENDMENTS

Fig. A. F.13 of the Persian Air Force ca. 1924. National insignia added later.

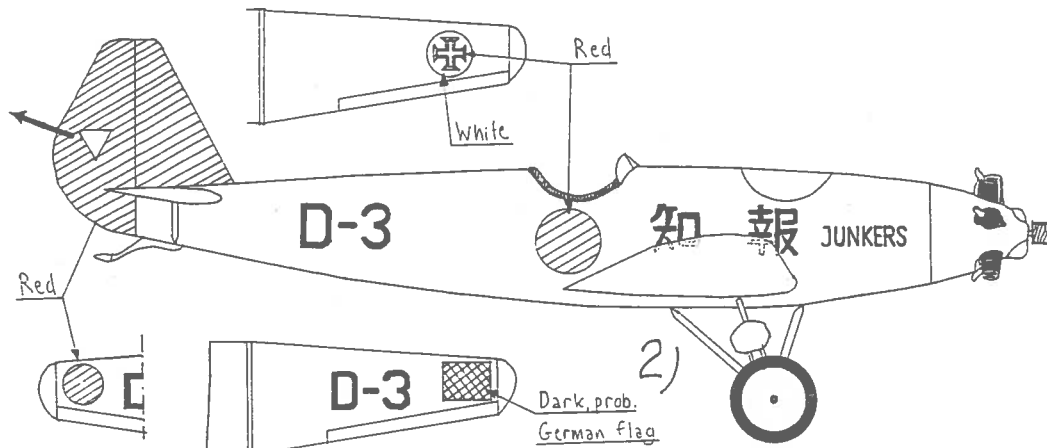
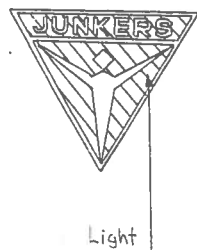
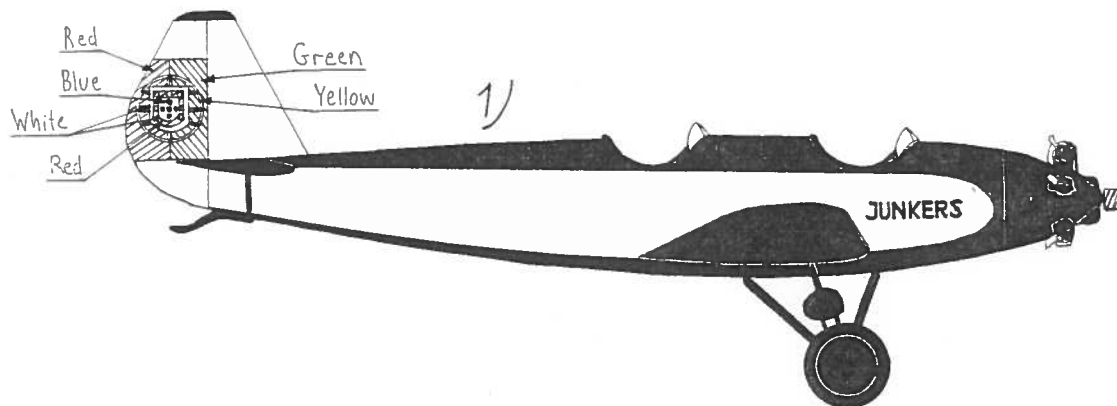
Fig. B. Rear fuselage of Chilean Air Force R.42 J 3. Note that the wing insignia is not colored! Otherwise as Fig. 4 of Part III.

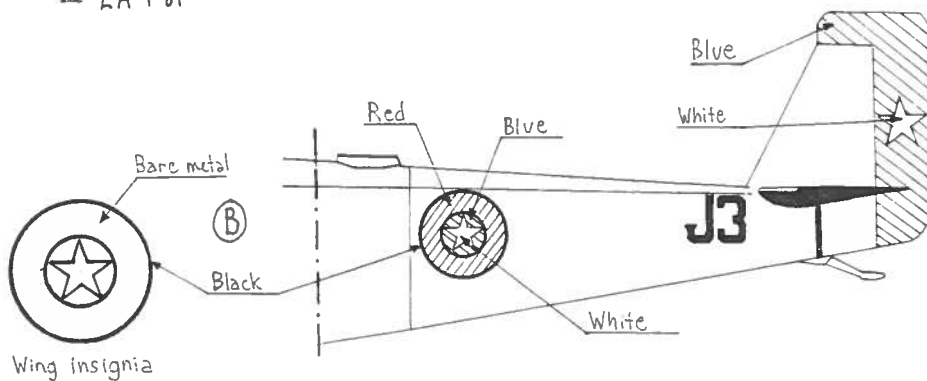
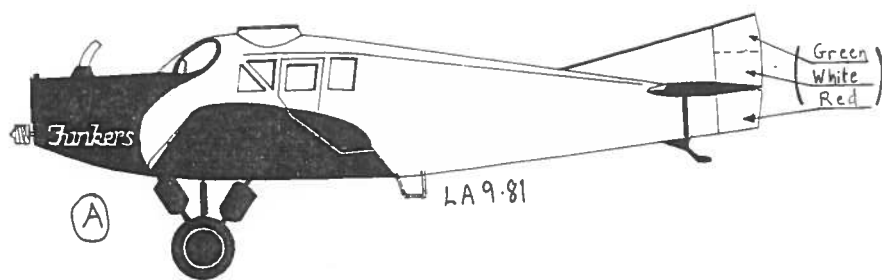
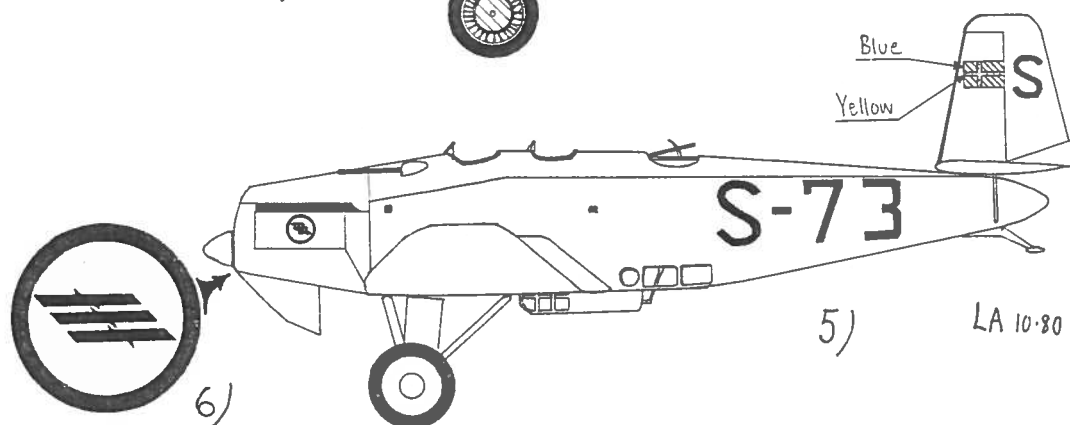
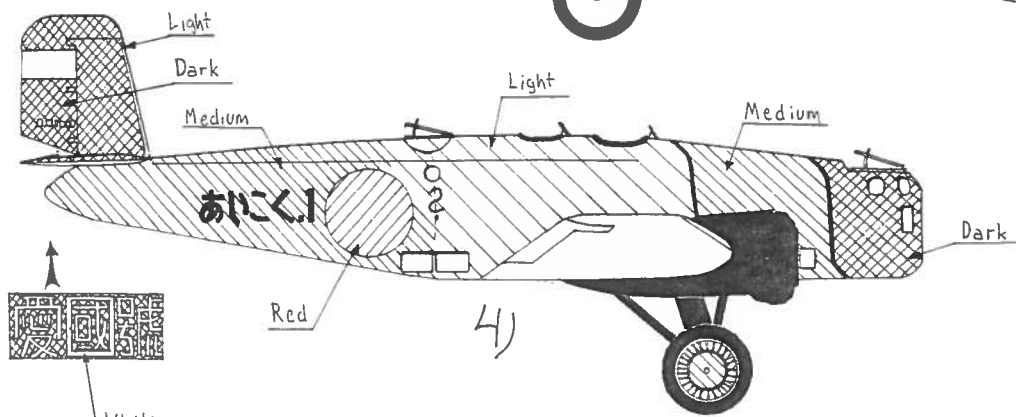
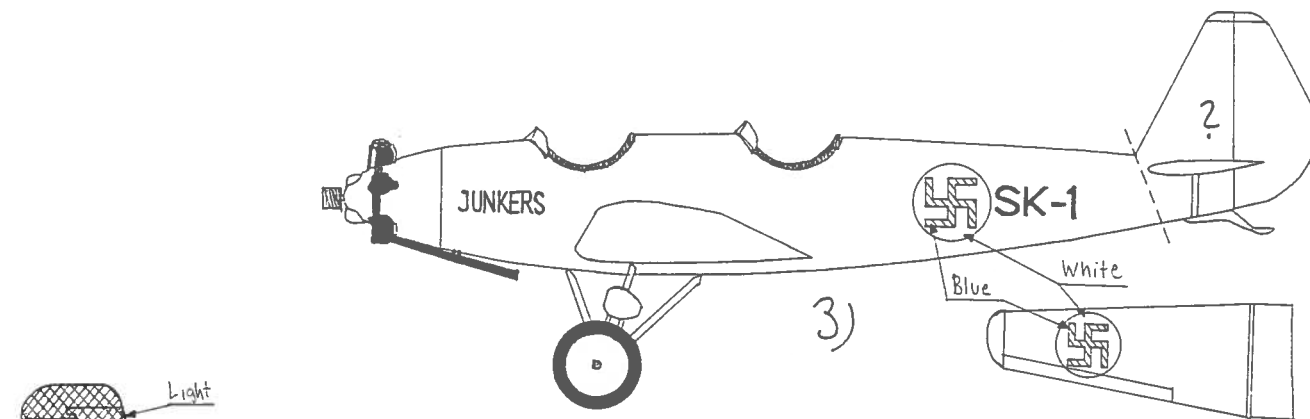
CORRECTIONS

Part I: Fig. 15 - F.13 MARABV of CRE, the Spanish Red Cross in 1925. It carried the civil registration M-AAAJ on the upper surfaces of the wings. It was one of two F.13s impressed from the UAE airline for ambulance duties in Spanish Morocco 1925-26.

Part II: Fig. 2 - this A.20 was sold to the Persian Air Force in 1925, and was flown there by the Swiss pilot W. Mittelholzer. Fig. 5 - the Turkish R.02 were not obtained from Fili, They were imported from Germany and converted to military status in Turkey. Fig. 8 - this K.53 was the sole aircraft of this type delivered to Japan. It was sold to Mitsubishi in 1930 and then passed on to the Army Aviation Service for evaluation. The other eleven (including K-SALH) went to China.

Lennart Andersson (SAFCH #68), Liljeg 9A, S-753 24 Uppsala, SWEDEN.





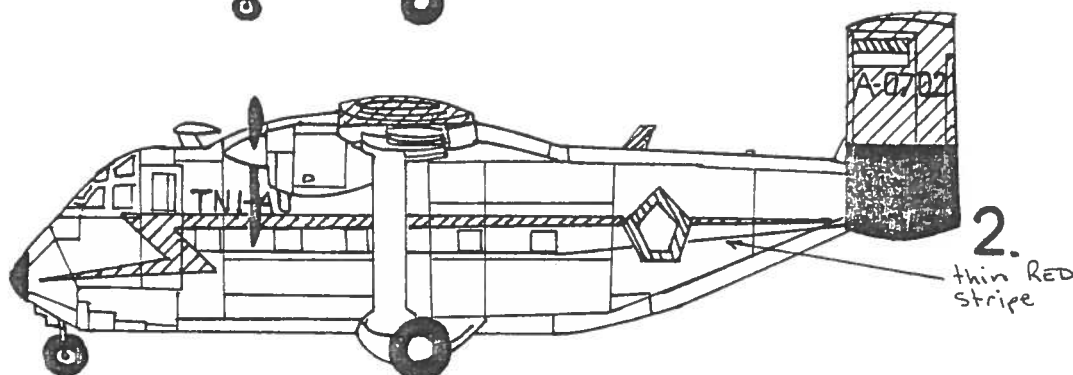
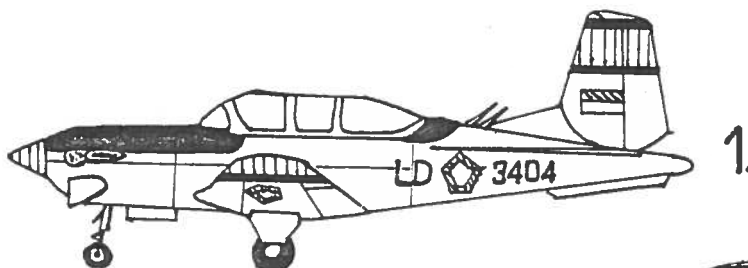
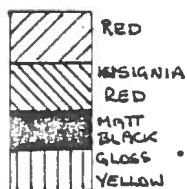
T.N.I.-A.U. Part 1. Update

Thanks to George Kamp (SAFCH #138) I have been able to update the drawings which appeared in T.N.I.-A.U. Part 1 (SAFO #19).

1. T-34C's, F.T.S.: The serial numbers have now been changed from B-401/416 to LD-3401/3416. The colour scheme remains the same as the drawing (overall light gull grey with yellow and black trim) except for the serial which now is black outlined in yellow.

2. Skyvan 3M, 2 Squadron: These have a complete change in serials and colour scheme. The serials have

been changed from T-701/705 to A-0702/0705. T-701 crashed in 1971 and another (serial unknown at this time) is known to have crashed, leaving three aircraft of the original five delivered. The new colour scheme is: White - overall. Black - T.N.I.-A.U. on fuselage, serial number, nose cap, bottom of fin and rudder, and propeller blades. Yellow - tips of propeller blades. Red - Top of fin and rudder, aerial, wing tips, fuselage flash, and thin stripe under the fuselage windows.



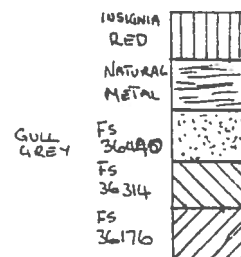
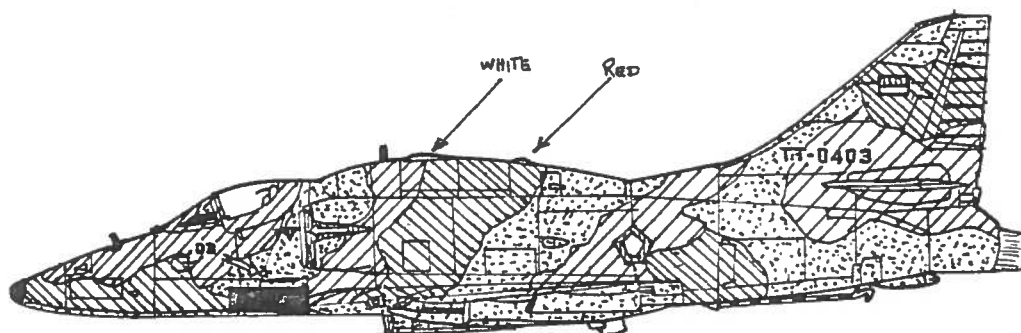
T.N.I.-A.U. - Part 2

A-4E (ex-Israeli), TT-0403 (1981). Uppersurfaces are a three-tone grey camouflage scheme similar to the USN "Top Gun" scheme. Black serial number, '03' under cockpit, aerials, gun blast panels, and nose tip. Black and white striped arrestor hook. Red ejector seat warning triangle under cockpit. Red intake warning stripe and flash with white arrow and red DANGER. Yellow rescue

arrow under cockpit. Light gull grey undersurfaces.

N.B. Extended tailpipe is an Israeli modification. Aircraft might be armed with DEFA cannons. Note extra aerial on the nose. The FS colours (36440, 36314, & 36176) are provisional, but are close. Further information would be appreciated.

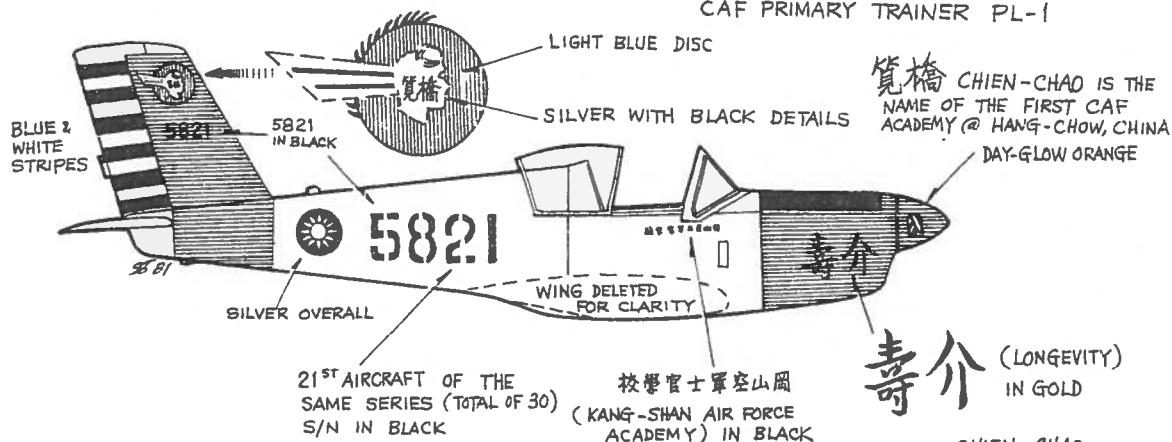
Reference: Colour photo in AIRCRAFT ILLUSTRATED.



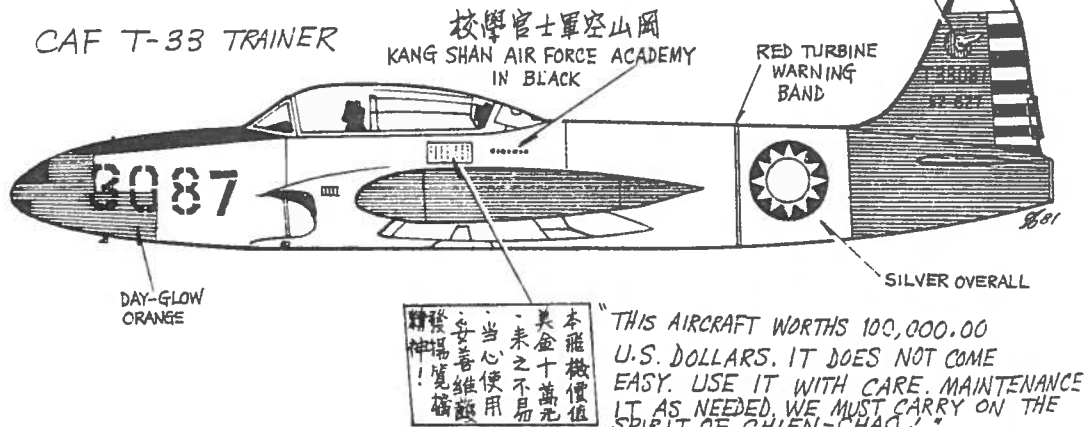
Mike Mirkovic (SAFCH #465), 11/32 Curlewis St., Bondi, NSW 2026, AUSTRALIA.

NATIONALIST CHINESE A/C

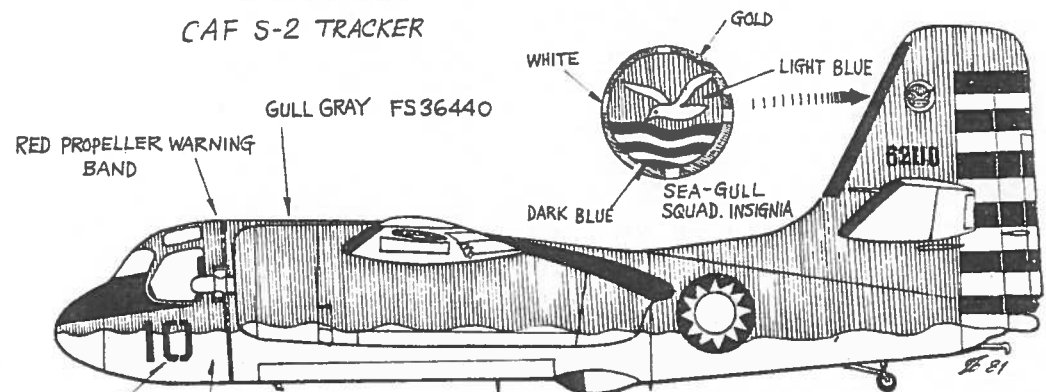
CAF PRIMARY TRAINER PL-1



CAF T-33 TRAINER



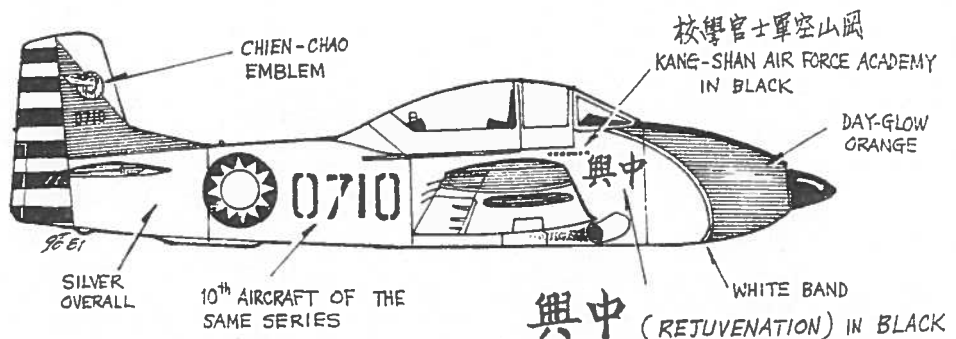
CAF S-2 TRACKER



10TH AIRCRAFT OF THIS TYPE (TOTAL OF 12)

WHITE FS37150

CAF TCH-1 INTERMEDIATE TRAINER



Drawings by D.Y. Louie (SAFCH #544)
Text appears on page 33.

HUGHE 500/OH-6.

PROGRESS REPORT# 1.

"Enclosed is a page of side-view drawings of the Hughes 500/OH-6 plus Progress Report #1. I would like to call this project 'The Hughes 500/OH-6 around the World'. It is hoped that this will be the first of a series on helicopters 'around the world'. I have been looking through my files and find I have a fair amount of information on the MBB 105, Kiowa, Alouette III, Sea King, etc. If the response to the 500/OH-6 project goes well, I would like to tackle these others in the future.

"The list is a summary of information I have gleaned using the following publications: (1) WORLD'S AIR FORCES, Chant. This is the most up-to-date reference. (2) AIR POWER 'THE WORLD'S AIR FORCES', Robinson. Not as complete but having some interesting entries not mentioned in the above reference. (3) FLIGHT INTERNATIONAL, 4 October 1980, World's Air Forces 'Defence Special'."

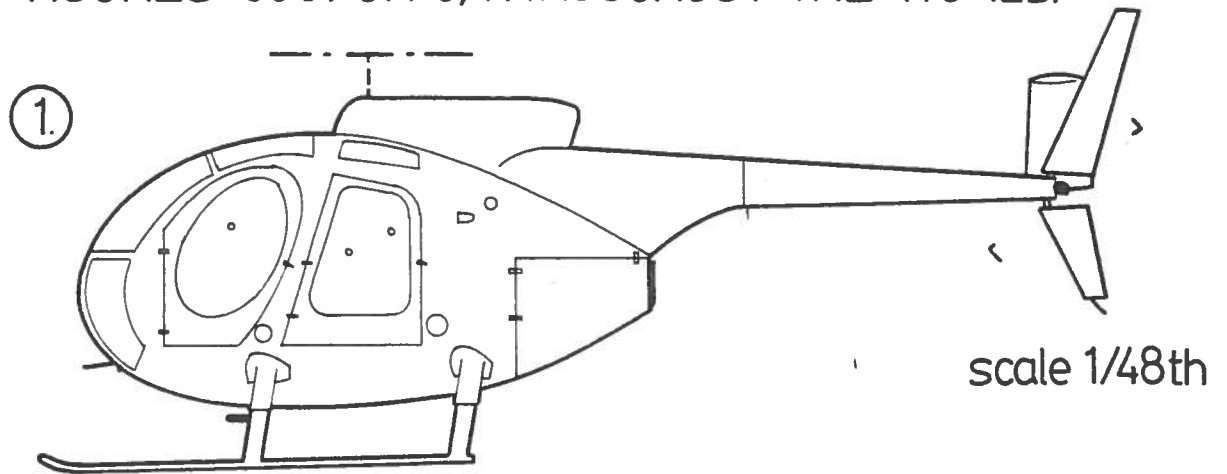
Colin Burgess (SAFCH #402), 2 Conway St., Crystal Park, Benoni 1500, Republic of South Africa.

Country of Orig	Type	No	role	Reference	WORLD'S AIR FORCES	AIR POWER	FLIGHT INT. 4-10-80	PICORIAL REF.
Argentina	500M	14+	af.n.cg.	REF. GIVEN IN THE WORLD'S AIR FORCES. NIL IN FLIGHT INT. 4-10-80 DEFENCE REVIEW.	✓	✓	NIL	NIL
Bolivia	500M	12	af.	DITTO DITTO DELIVERED 1968. BASE REBORE	✓	NIL	✓	NIL
Brazil	?	?	?	WORLD'S AIR FORCES NIL IN FLIGHT INT. 4-10-80	✓	NIL	NIL	NIL
Colombia	OH-6A 500C	12 10	af.	WORLD'S AIR FORCES FLIGHT INT. 4-10-80	✓	NIL	NIL	NIL
Denmark	500M	15	a	WORLD'S AIR FORCES. AIRPOWER PAGE 118. CL + PH-BW AIR PICTORIAL 6-72 PAGE 211 PH-BW FLIGHT INT. 4-10-80. BASE VANDEL	✓	✓	✓	SCHEME COMPLETE
Dominican Rep.	OH-6A	7	?	WORLD'S AIR FORCES FLIGHT INT. 4-10-80.	✓	NIL	✓	NIL
Finland	500C	2	af.	WORLD'S AIR FORCES. AIR PICTORIAL 3-78. PAGE 104. PH-BW FLIGHT INT. 4-10-80 BASE UTTI	✓	✓	✓	SCHEME COMP.
Haiti	500	2	?	WORLD'S AIR FORCES. FLIGHT INT. 4-10-80.	✓	NIL	✓	NIL
Israel	500MD	30	af.	FLIGHT INT. 4-10-80 PAGE 408. PH-BW.	NIL	NIL	✓	MORE WANTED
Italy	NH500	6	c.	OWN PHOTOS (GUARDIA DI FINANZA) PH-CL+ TRANSPARENCY INFO WANTED ON UNIT BADGE.	NIL	NIL	NIL	SCHEME COMP.
Japan	OH-6A+J 500D	7 100	a.n.	AIR PICTORIAL 10-80 PAGE 396 + 1-81 PAGE 57. FLIGHT INT. 4-10-80. KOKU FAN 7-81. AIR INTER 2-75 PAGE 97 + PH-BW.	✓	✓	✓	SCHEME COMP.
Kenya	500MD 500D	32+	a.	FLIGHT INT. 4-10-80.	NIL	NIL	✓	NIL
Mauritania	500MD	4	?	WORLD'S AIR FORCES. NIL. FLIGHT INT. 4-10-80.	✓	NIL	NIL	NIL
Nicaragua	OH-6A	4	af.	WORLD'S AIR FORCES NIL. FLIGHT INT. 4-10-80.	✓	NIL	NIL	NIL
Oman	500M	1	police	AIR POWER	NIL	✓	NIL	NIL
Pakistan	500MD	?	?	WORLD'S AIR FORCES NIL. FLIGHT INT. 4-10-80.	✓	NIL	NIL	NIL
Sierra Leone	500	3?		REPORTED SOLD REPLACED BY MBB-105C. FLIGHT INT. 4-10-80.	NIL	NIL	✓	NIL
South Korea	500MD	148	a.n.	AIR PICTORIAL 12-76. PAGE 467. 75 MD / 25 TOW DEFENDER + 48	✓	✓	✓	MORE WANTED
Spain	500M/HM	12+	n(asw)	AV-NEWS. 8-20. PAGE 7 (ARTICLE + PH). FLIGHT INT. 4-10-80 AIR PICTORIAL 8-76. PAGE 307 BASE ROTA	✓	✓	✓	MORE WANTED
Tiawan	500MD 500	12 6	n.(asw). af.	AV-NEWS. 8-22 PAGE 2 (PREDELIVERY) PH-BW.	✓	✓	✓	MORE WANTED

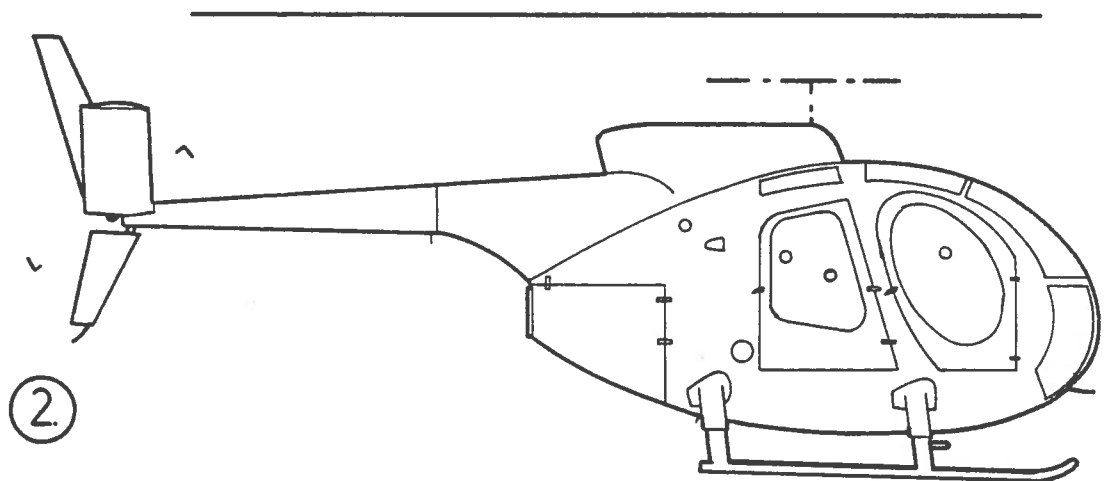
"I have more than 15,000 slides of aircraft of the small air forces, and I could provide the SAFO with much unusual information. However, it is very difficult for me to prepare the basic drawings. Perhaps there are other SAFCH members who also have information they want to share but cannot because of the lack of drawings. Talented SAFCH members could help us greatly by contributing drawings without markings for publication the SAFO. These could be Xeroxed by members with information, who could then apply the markings and submit the completed drawings for publication in the SAFO."

(Editor's note: I have withheld the name of this member because I am not sure if he meant this information for publication. However, I support his suggestion for publishing unmarked drawings. Note that the research project on the Hughes 500 that begins in this issue includes an unmarked drawing. Unmarked drawings of any aircraft of small air force interest will be enthusiastically published.)

SAFCH. RESEARCH PROJECT #12
HUGHES 500/OH-6, THROUGHOUT THE WORLD.



Colour scheme:-



Colour scheme:-

CAB 81.

Other details:-

AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135)

1 81 (20 pages) "Gauntlet" 4 pages including 1/72 scale drawings for converting a Gladiator into a Gauntlet. "RAN Skyhawks" 6 pages including one four-view and five side-view drawings, "Orion Update" 2 pages. "Austral Aircraft" 6 side-view drawings including 2 RNZAF Hinds, 2 RAAF Hinds, and 3 RAAF Spitfire Vc.

2 81 (20 pages) "60 Years RAAF" 20 pages including drawings of RAAF P-43, MB-326H, Nomad, A-4E, Uh-1H, Mirage IIIIO Caribou, Sabre, CH-47, and Boeing 707.

AUSTRIA

NACHRICHTEN (Oesterreichische Flugzug Historiker, Kannegasse 1/15, A-1150, Wien)

2/81 (38 pages) "Der GHotha G.IV (LVG)" 5 pages including 1/72-scale, 3-view drawings. "Babys" 3 pages including 3-view drawing of Grunau Baby II. "Meindl AIX Project" 7 pages including 3-view drawings. "Die Fliegertruppe in der 1 Republik" 11 pages including side-view drawings of Brandenburg CI, Junkers A35, Fiat CR20, Avro 677, DeH 60, & Fiat CR32. "Schulflugzeug Fiat G-46" 5 pages including 1/42-scale, 3-view drawings and 2 photos. "Die Hansa Brandenburg W.29 de UFAG" 7 pages including 1/72-scale drawing and photos of a/c in Hungarian markings (one carrying the red star national insignia).

BELGIUM

KIT (IPMS Belgium, Rue des Eburons 35, 1040 Bruxelles)

Nothing received since #41.

BRAZIL

SOUTH AMERICAN AVIATION NEWS (Caixa Postal 5216, 09720 Rudge Ramos, Sao Paulo)

#30 (24 pages) "The Vought O2U-1A in the Argentine Navy" 4 pages including 3 photos and 2 pages of drawings.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0)

Vol. 1 #6 (40 pages) "Avenger" 12 pages including 21 photos. "Canadian Participation in William Tell" 9 pages including 16 photos. "162(BR) Squadron RCAF, 1942 - May 1944" 7 pages including 18 photos of Catalinas. "Chronology 1924" 9 photos of Vikings, HS2L, & DH-4. "Airman's Album" 13 photos including Anson, Spitfire, & Sabre. "Winter Weekend" 9 photos Tutor and Moth. "CCF Goblin" 1/48 scale 3-view drawing.

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7)

1 80 (24 pages) "RCAF Neptune" 19 photos and 6 side-view drawings. "Fleet Fort" 2 pages including 1/72-scale drawings.

2 80 (24 pages) "RCAF 1960" 4 pages of official drawings for Lancaster; 2 photos of Lancaster PX-851 carrying Firebee drones, and photo of H-34A 9635 picking up Firebee drone. "Converting a Harvard to a Wirraway" 2 pages with 1/48-scale drawings.

ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH)

3/4 81 (20 pages) Nothing of small air force interest.

5/6 81 (20 pages) "Austrian Bird Dog" one page of drawings. "Cobra" 4 pages including side-view drawings of Iranian and Spanish a/c with conversion info.

7/8 81 (20 Pages) Photos: Belgian F-16B FB-07, RDAF F-100 GT-874, Jordanian F-5E 1101/80792 & 1161/91691 and C-130H 345, Saudi C-130E 1609, French Navy Super Etendard 37 & F-8E 32, Norwegian F-16A 275. "Shenyang F-6 in Pakistani Air Force Service" 8 sideview drawings.

MILITARY AVIATION REVIEW (East Cliff, Stotfield Rd., Lossiemouth, Moray IV31 6QT, Scotland)

6/7 81 (48 pages) Photos: RDAF F-100; Moroccan Falcon 20C; Angolan F-27; Belgium F-16B; Spanish UH-1, Bo-105, CC-215, T-6G, Do-27, Ha,220, Twin Comanche, Hughes 269C, UH-1H, Bell 47G; French Wellington, Seafire F.3, Anson I, Meteor NF.11, Vampire FB.5, & 8 Lancasters. "The Meteor in Australian Service" 10 pages including 18 photos, 10 side-view drawings, and one map, table of individual a/c histories.

FINLAND

MALLARI (IPMS FINLAND, PL 798, SF-00101 Helsinki 10)

37 (8 pages) "Scandinavian DC-9" 8 pages including 8 photos and 4 side-view drawings.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris)

2 81 (40 pages) "SAAB 29" 8 pages including 14 photos, 2 pages of 1/72-scale drawings, 7 detail drawings, conversion to 29A. "Sea King a la Bundesmarine" 3 pages with drawings. "Gazelle" 3 pages including photo and full page drawing of Kenya a/c. "F-84G" 4 pages including 12 photos of French a/c. "H-34 Pirate" 4 pages including 7 photos. "Alouette III" 6 pages including 5 photos and 3 pages of drawings for three French Alouettes (blue, red, and white overall).

GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37)

7 81 (30 pages) "Flugzeug Gotha GLVII (leicht) im Dienste der ukrainischen Luftwaffe 1919-1921" 4 pages including 5 photos of Gotha in Ukrainian markings.

8 81 (30 pages) "LFG Roland D XVI" 1/72-scale drawings.

9 81 (30 pages) "Gotha G VII" 1/72-scale drawings.

10 81 (30 pages) Nothing of small air force interest.

ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovio)

1 80 (32 pages) "Jak-3" 5 pages including 2 photos, 1/72-scale, 3-view drawing, 8 side-view drawings (one Yugoslav a/c). "Mustang - all'italiana" 9 pages including 13 photos, 11 side view-drawings, insignia, and details. "Le Armi della Neutralita" one page of drawings of Swiss Bf-109E-3 and Bf-109G-6. "I Colori della Regia Aeronautica" color chips for ivory white and snow white.

2 80 (32 pages) "G-59 i Biposta" 12 pages including 14 photos, 13 side-view drawings, 1/72-scale, 3-view drawings, and details.

3/4 80 (40 pages) "F-51 Altre Precisazioni" 2 side-view drawings of Italian a/c. "Airivano gli Spit" 4 pages including 7 photos of Italian Spitfires. "G.91 Pan" 4 pages including 9 photos and one side-view drawing.

JP-4 (CP 1550, 50100 Firenze)

Apr 81 (88 pages) Photos: Peru L.100-20 383, Saudi Strikemaster (color). "Me-210 i combattimenti nella reali forza aerea magiara" 6 pages including 8 photos (one in color!) and 2 side-view drawings of Hungarian a/c.

May 81 (88 pages) Photos: Thai C-123B 40563, Columbian Arava 95, Saudi KC-130H 112 (color), Belgian F-16A (color). "Quattro chiacchiere al 2° Stromo" 4 pages including 6 photos of G.91R.

Jun 81 (132 pages) Photos: Spanish AB-205 752-15 (color), Indonesian C-130H 21, Swiss F-5E J-3065. "In Volo con il 339" 6 pages including 7 photos and drawings of cockpit interior. "MC 205 Veltro di Nuovo in Volo" 4 pages including 4 photos (color) of restored a/c. "Stemmi della'Aviazione Legionarea" 2 pages including 4 photos and 2 drawings (color) of insignia used on S.81 and CR.32 in Spain.

NEW ZEALAND

SCALE DIMENSIONS (IPMS NEW ZEALAND, 72 Walworth Ave., Pakuranga, Auckland)

Apr 81 (24 pages) "RNZAF Corsair" 2 pages including 2 side-view drawings. Photos: RNZAF Cessna 421 NZ7923, DH-89 ZK-AXY (NZ525), Devon 13, and Harvard NZ1034 FE 7.

SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450)

Mar/Apr 81 (24 pages) "Aircraft of the Rhodesian Air Force - The Cambera"

SWITZERLAND

VIRUS PLATICUS (IPMS SWITZERLAND, Olivenstr. 2, 9320, Arborn)

2 81 (28 pages) "Dewoitine D-26 und D-27" 6 pages including 3 photos, 4 side-view drawings, and 1/72-scale, 3-view drawing.

USA

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021)

Summer 81 (20 pages) "Cuban T-28S" 3-view drawing. "DC-2 1/2" 2 pages of drawings. "RAN Hellcat" drawing of black a/c. "Italian Bf-110F-3" drawing of 2 a/c. "Soviet Bf-110G-4/R3" drawing of 2 a/c. "Taiwan TCH-1 Turbo Trainer" 3-view drawing.

Fall 81 (20 pages) "Caccia Notturmo" drawings of Cr.32, Caproni-Vizzola F.5, Fiat CR.42 (2), Re-2001 (3), Do-217J-2 (3), and Bf-110C-3. "Walrus Mk.I" 3-view drawings of Walrus in Egyptian, Irish, Turkish, Argentine, Soviet, RAAF, RN, and USAF markings.

FLAPS

#235: Photo: SIAI Marchetti S211 prototype and camouflaged Italian machine; Turkish Mosquito. Aviones de la Guerra de Espana - DH-9 photos and article.

#236: Visita a la Academia General del Aire - photos of Spanish AF T-6 Texan 793-33 & -126, Aviocar 792-2, HA 200D 793-70, C101 793-04, Bonanza 791-50, Mentor 791-08, HA 200A 793-44. F-16 - photos of Dutch & Danish aircraft, and drawing of a/c in Spanish camouflage. En Torno a las Turbinas de Garrett - photo of Spanish AF CASA C101 and C212 352-02. Aviones de la Guerra de Espana - Bucker Bu 133 photos and article.

#237: Photo: Brazilian AF YT-27 1300, Indian Jaguar J7004. Aviones de la Guerra de Espana - Avro 643 photos and article.

#238: Photo: Indonesian Hawk 5301, Portugal T-37 and Noratlas. Aviones de la Guerra de Espana - Miles M2 & M3 photos and article.

#239: Aviones de la Guerra de Espana - DH 89 Rapide photos and article.

#240: Photo: WGAFF F-104 98+36, Finnish AF Hawk IW-302. Aviones de la Guerra de Espana - Ju 87 photos and article.

#241: Photo: Czech MiG-15UTI 34 and MiG-15bis 1562 & 0567; Polish, Finnish (2), & North Korean MiG-15. Drawing: Chinese and North Korean MiG-15. Aviones de la Guerra de Espana - DH 90 Dragonfly photos and article.

Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold, Nottingham, ENGLAND.

"Thanks for the recent note and the return of the N-3PB photos. The luminaries at Northrop were very impressed with the SAFO article.

"I enclose another F-5 UPDATE. Honestly, I had given it up, because of an almost total lack of response. I really figured that no one but you and me were interested.

"I have started working in the F-5E drawings to follow up on the 'Northrop in Service' series. This takes a lot of labor to do and I can only do it at lunch.

Gus Morfis (SAFCH #3), 4709 Greenmeadows Ave., Torrance, CA 90505.

SAFO #21 October 1981

DE Vliegende Hollander

Jan 81: Color photos: Dutch F-16A's J227, J228, J213; Greek AF HU-16 517177. B&W photos: Greek AF Noratlas 53-222, F-4E 01512, TF-104G 22278, & T-41 69-7195; Turkish AF F-104G (ex Dutch AF D5809); CNAF F-5E 5248/70331; WGAFF F-104G 9836.

Feb 81: Forget this one, I can't find it ...

Mar 81: Color photos: Finnish AF J-35BS DK-203, MiG-21bis MG-116 (full page). B&W photos: Finnish AF Mil-18 HS-3; Harvard converted to "Fokker D-21" 219, at "militaire Luchtvaart Museum".

Apr 81: Nothing of SAFO interest.

May 81: Color photos: Dutch AF F-16A J228, F-104G D6666; lineup of F-16A J212, an F-104G, Hunter 4R-23, and Meteor 3P-4 (all Dutch aircraft although the Hunter and Meteor are RAF aircraft painted in Dutch colors for celebrating 323 Squadron's Jubilee); Philippine AF F-51. B&W photos: Dutch AF F-27MPA M-1 in factory hall.

Jun 81: A full page color photo of German Army B0-105 PAH 8625 showing its efficient camouflage.

BRITISH AVIATION REVIEW (including ROUNDEL)

Jan 81: B&W photos: A line up of 26 Indian Navy Sea Hawks; Turkish Spitfire PT826 prior to delivery; Finnish AF Hawk HW302, MiG-21bis MG118, and Mil-8 HS3.

Feb 81: A resume of C-130 production from c/n 4812 onwards; a serial list with other data of Swedish Boeing-Vertol 107.

Mar 81: B&W photos: UAEAF C-130H 311 on delivery; Sudan AF C-130H 1105; Dominican Beaufighter 309. Article: Beaufighters to Dominica.

Apr 81: B&W photo: Dutch Navy SP-2H 211 & 215 (derelict); Argentine AF CH-47C H-93.

May 81: Part 2 of Beaufighters to Dominica

Jun 81: B&W photos: Venezuelan Navy CASA 212 TR0205; SOAF BAC 1-11 553. Article on the fate and serials of all ex-FAF and Belgian aircraft that were returned to USAF hands since 1975, as well as the Danish F-100s.

"I must add that BAR/ROUNDEL are very good magazines. Although not entirely devoted to the small air forces, it stands to reason that in dealing with the USAF and RAF they must automatically provide info on smaller air forces. For example: The April issue lists USAF serials noted during a visit to Clark AFB (Philippines). As there is also a Singapore AF detachment there, their serials are listed too"

Ben Marselis (SAFCH #143), PO Box 5065, 2701 GB Zoetermeer, NETHERLANDS.

AIR INTERNATIONAL

CANADA: "Beavers in the Bush", Vol. 21, No.1. FRANCE: "Transall Resurgent", Vol. 20, No. 6. LIBYA: "Libya's Air Power", Vol. 20, No. 4. MALTA: Malta's Air Arm", Vol. 21, No. 1. PAKISTAN: "Problems for Pakistan's Air Power", Vol. 20, No. 4. PORTUGAL: "Survival of the Fittest?", Vol. 20, No. 3.

Torr Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval PQ, H7V 2B8, CANADA.

"I have available 'Hercules Production List 1959-79, 3rd Edition'; \$3.50 including airmail."

Lars Olausson (SAFCH #361), PO Box 142, S-53032 Satenas, SWEDEN.

(Editor's note: Lars also had several copies of "Att Flyga Ar Att Leva" for \$8.50 including surface postage. I obtained a copy from Lars, and it is even better than reported in SAFO #18. I advise you to write to Lars first to verify that he has copies left.)

With thanks to our colleagues of the West London Aviation Group, we are now able to publish information from their monthly magazine "South East Air Review" for the benefit of SAFO/SAFCH members.

It stands to reason that we only selected the most interesting bits of information, but readers can always contact the editor of this section Ben Marselis for any questions. The editorial address for S.E.A.R. is: Hon. Secretary Mr. Bob Parnell
18 Green Lawns, Southbourne Gardens
Eastcote, Ruislip, Middx. HA4 9SP
England

Here goes: (January 81 to May 81 issues)

Belgium/Yugoslavia: in the January to May issues of SEAR Belgian Air Force F84G Thunder-jets FZ110 to FZ213 are listed by Belgian as well as USAF serial numbers and their eventual fates. FZ1 to FZ109 and F84E FS1 to FS21 were dealt with in the 1980 issues. Among these are F84G's that were, with certainty, delivered to the Yugoslav Air Force. They were: 51-9736 ex FZ35, 51-10180 ex FZ68, 51-10654 ex FZ115, 51-10771 ex FZ153, 51-882 ex FZ189, 51-752 ex FZ193 and 51-10469 ex FZ211. Talking about Belgium and Yugoslavia, we think that the T33's that were delivered in October 1980 via Ramstein, were indeed delivered to Yugoslavia. They were: 51-9032 ex FT13, 51-9248 ex FT14, 51-17463 ex FT16 and 51-17468 ex FT17.

France/Singapore: Another delivery of US-owned aircraft. The following T33's were delivered from the FAF to the SADC in 1980: 51-4502 became 901, 51-6648/F-BJDI became 902, 51-6905 became 903, 51-4503/F-BJDZ became 907, 53-5144 became 908, 51-17412 became 909 and 51-4385 became 910. Others were 51-6952/F-BJDQ, 51-6956/F-BJDT, 52-9838/F-BJDY, 51-6602/F-BJDH (although 51-6602 was never before reported to be in French service), 51-8754/F-BJDJ and one other. F-BJxx are ferry-marks. The SADC F5's are: F5E 77-0366 to 77-0379 and 77-1767 to 77-1770. Serials are 801, 803, 804, 813 to 815, 820 to 824 plus others. These serials are not necessarily in order and they use block-out blocks! F5F's are 77-0359 to 77-0361, serials 850 to 852.

Zimbabwe: a large amount of information about the air force of Zimbabwe has recently come available. Some of which is:

- at least 6 Alouette II's were on strength with no.7 sqn. in mid 77. Serials being 1500, 1800, 1900, 2000, 2100 and 2200;
- the ex-SAAF Cessna 185's were at least 711, 713 to 716, 721, 724, 727, 735, 737, 741 and 750. They retain their SAAF serials;
- confirmed serials of no.8 sqn. AB205/Bell 205 are: 8600, 6801, 6082, 6038, 6084, 6805, 8606, 6807, 6088, 6098 and 6180, which also gives you an idea of how the serial system usually works;
- SF260W's in use with no.6 sqn. in 1980 include 3260, 3216, 3262, 3623, 6324, 3266, 3629, 3631 as well as 9900, 9901, 9092, 9039, 9094, 9905, 9906, 9907, 9098, 9099, 9190, 9911, 9912, 9913, 9194, 9159, 9196.

India: following a large amount of information published in the 1980 issues, the March 81 issue

contains a lot of corrections and additions. It's too much to be reproduced here but anyone interested is invited to contact me (with an IRC please) so that I can send copies.

Peru: has 6 Mil 6's. Serials 680 to 682 were seen in Nov. 80 and 683/684 were also noted. The batch seems to be 679 to 684. 685 is a Bell UH-1 and 678 is a Mil 8.
P.S. Air International of April 1981 contains color-photos of the SU-22's.

Greece/Chile: The February issue contains a detailed current battle order of both these air forces.
Ala 5/Grupo 5 of the FACH is allotted Neiva T25's, which we didn't know before (if true).

Algeria: also has Mil 6's, these being 7T-WMA to 7T-WMD.

US Navy(!): the February issue provides us with a run down of US Navy serial allocations from 159967 to 161496. Among these are:
160059 to 160098 (40) T2E Buckeye for Greece
160099 to 160104 (6) RH53D for Iran
160180 to 160209 (30) A4KU to Kuwait (801-830)
160210 to 160215 (6) TA4KU to Kuwait (881-886)
160216 to 160227 (12) OV10F to Indonesia
160295 to 160298 (4) OV10F to Indonesia
160299 to 160378 (80) F14A to Iran
160749 to 160750 (2) DC9-32 to Kuwait (320-321)
160751 to 160760 (10) P3C to Australia
160771 to 160774 (4) E2C to Israel
160792 to 160796 (5) F5E for US Navy. These are ex SVnAF 73-0858, -0868, -0872, -0883 and -0900
161174 to 161178 (5) AV8A to Spain
161207 to 161212 (6) SH3D to Spain
161218 to 161222 (5) TA7H to Greece
161368 to 161380 (13) P3C for Holland

Pakistan: a run-down of known Shenyang F6 (MIG19) serials is like this:
47-0917, 47-1003, 47-1108, 47-1423, 47-1505 (19sqn)
47-1506, 1520 (19 sqn.), 47-1601, 47-1604, 47-1605, 47-1606, 1613, 47-1618, 47-1619, 47-1704, 47-1710, 47-1711, 47-1817, 47-1823, 47-1825, 47-1827, 47-1910, 1911, 4126, 7103, 7110, 7112, 7625, 7629, 7631, 7638, 7640, 7702, 7708, 7715, 7716, 7718, 7724, 7726, 7728 (CCS), 7730, 7836 (CCS), 8913 (25 sqn.), 8916 (25 sqn.), 8917 (25 sqn.), 8919 (25 sqn.), 9622 (14 sqn.), 9624 and 10503.
FT-6 serials are 46-3806, 10111, 10113 (14 sqn), 46-10115 (25 sqn) and 10117 (14 sqn).

Thailand: the Thai air force held an open house at Don Muang on January 10th. Among the most interesting aircraft were:
10225/78-0770 F5E, 10323/67-21257 F5A, 21131/ (71-803) A37B, 20312/(67-19480) UH-1H, 10324/ 70-1392 F5A, 10332/63-8379 F5A, 10344/69-7159 RF5A, 1314 ex 51-13220 Spanish AF F86F, 4335 ex 52-5044 F86F.
Also present were ex SVnAF C123's 54-0682, 54-0670, 55-4553, 55-4542, 54-0587.

Spain: the May issue contains the full structure of the Spanish air force.

Egypt/Saudi Arabia: on a recent visit the following aircraft were noted:
IL-14: 200, 1092, 1101 to 1104, 1109, 1113, 1118, 1121 to 1123, 1126 and 1127 (many of them wfu)
Mil 6: 173, 174 and 190

Continued on page 33.

"Dave Menard brought to my attention a correction in my review of the Testor/Italeri 1/48-scale RF-4. Contrary to my review (it was actually an unclear statement) I had meant to say that the model cannot be done as an RF-4B without some really major surgery, as the Bs did not have the bulged wing surfaces necessary for the larger wheels of the later variants. The kit actually represents an RF-5c (USAF) or RF-4E, however, it does not include slotted stabs, so if you plan to do the Israeli, Turkish, Greek, West German, or Japanese aircraft, I recommend using either Revell's or ESCI's slotted stabs. The same comments hold true for Italeri's new 1/72-scale RF-4C/E kit, except in this case use the Hasagaw F-4E stabs for the export birds.

"Here's my latest batch of SAFO kit reviews:

AIRFIX HH-53C, 1/72 scale - The last kit from Airfix before their unfortunate brush with receivership is among one of their best. Cockpit and interior detail are good, but still can use some additions. It seems the Airfix rivetter came out from retirement to do this one, so some careful rivet removal is the order of the day. Also, the sand shields aren't too convincing - I suggest replacing the mesh areas with model-railroad brass screening.

The Israeli markings are quite good, and finally Airfix got the right shade of dark blue for the roundels. The squadron insignia is correct. Between this kit and the companion release of the CH-53G, you can now model practically all the '53 variants - Austrian, West German Army, Iranian Navy (RH-53D), and Israeli.

HELLER DASSAULT OURAGAN, 1/72 scale - Well, we finally have an Ouragan. As with Airfix, this was the last kit from Heller before their financial troubles, which have, incidentally, been solved. (According to my European sources, Heller is now owned by Humbrol.) Even though it is a very good kit, it shows signs of cost-cutting on Heller's part.

The interior is very basic, and requires much work to detail it. As with the last batch of Heller kits, the canopy is one piece and some surgery will be required for an open cockpit. The surface detailing seems a bit inconsistent, almost too restrained in places. Overall outline is very good. I wish that Heller would have provided the underwing pylons and some ordinance.

The French markings are good, but the Israeli ... sky-blue roundels? Replace these with Microscale's. The other decals can be used except for the squadron badge - it's a fake, being a miniaturized replica of a French one.

Disregard Heller's paint mixes. Proper colors for the camouflaged Ouragan in the kit are Humbrol HB12 Mid Stone (darkened slightly with a dash of gray), Pactra IC78 Field Blue, and the underside color is Humbrol USN6 Light Gull Gray 36440 - no, it is gull gray - those undersurfaces were never light blue with the two color uppersurfaces - only later, when the aircraft were repainted in the three-tone green/sand/brown scheme.

HASAGAWA F4U-1D CORSAIR, 1/72 scale - We finally have the definitive Corsair. The fit is excellent and the detailing one of Hasagawa's best. The Minicraft-made kits do not have the console decals as per the Japanese kits, so a bit of work on the interior is mandatory, as that canopy is crystal clear!

OK, SAFO fans, you can now do a Salvadorean FG-1D, or with a bit of conversion, a Honduran -4, and Argentine Navy -5NL, and Aeronavale AU-1 or -7, ...

HELLER SAAB SAFIR, 1/72 scale - A little gem of a kit. 22 parts and that's all. As usual, the interior requires extra work. Fit is good to fair, but the canopy seems too wide for the fuselage. Don't panic, it's only a fractional amount, and shimming out the halves with .020 sheet should solve the problem.

Decals are very good for both Swedish and Norwegian examples, but don't forget the Austrian, Tunisian, and Ethiopian examples - markings for these are easily scrounged from the Spares box. (I've got a Safir article in the works, so stay tuned)

FUJIMI WESTLAND SEA KING Mk. 41 and HAR.3, 1/72 scale - I wonder how many conversion addicts will now drop their

Airfix kits like hot potatoes! These are very nice. The 41 is molded in dark green and the HAR.3 in yellow. Both are essentially the same kit.

Interior is very nice, although there's still some room for improvement. Fit is generally very good. There is riveting, but it's somewhat restrained. Alternative five and six-bladed tail rotors are provided, which opens up the way to do any Sea King variant, and maybe a Com-mando ... (Once again, stay tuned.)

Decals are fairly good. In the 41 there are West German Navy (Modeldecals #19 is a better set) and Belgian Air Force. In the HAR.3 are RAF Rescue and Royal Navy. Wyn Edwards' SAFO article on the Westland Sea Kings and Commandos is a great source of references for this bird.

"Well, that's all for now. I'll get the promised Safir and Commando articles to you as soon as possible."

Larry Greenberg (SAFCH #392), 121-69 233 Street, Laureton, NY 11422.

"We were delighted last fall to learn of a new model company founded by one of our fellow modelers up in British Columbia. Ed Dickson, alias 'Can-Vac Models', is obviously catering to the neglected Canadian market as he intends to concentrate on Canadian designed aircraft. Although his first release is certainly obscure on this side of the border (it took me several days to figure out what it was), future releases will have a more familiar ring.

"The FDB-1 Gregor was one of the last biplane fighters. It was a 'one-off' built by Canadian Car & Foundry in 1938. It featured a P&W Junior radial engine, 50-cal machine guns, and achieved 300 mph. However, the day of the biplane had passed and no contracts were forthcoming.

"Can-Vac's rendering of this subject was clearly influenced by Airframe. The parts are vacuformed in fairly thin stock over male molds. The detail is accordingly mushy. Only the main components are provided. All fiddly bits (landing gear, engine, prop) must come from the spare box. However, for the experienced modeler, it can indeed be done, as we saw by Ed's own beautifully finished Gregor at last month's Can-Am.

"The kit also features a comprehensive instruction sheet. A professional cover illustration, exploded assembly drawing, scale four-view, and detail sketch are given, as well as historical, assembly, and coloring notes." (This review is reprinted with the permission of the SEATTLE IPMS NEWSLETTER.)

Greg Reynolds (SAFCH #105), 12819 98th Place NE, Kirkland, WA 98033.

"The nicest thing about the current rash of 'cottage industry' kits is that one can get models of really obscure aircraft that the 'real' manufacturers would never touch. As an example of this, consider the vacu-form kit under review here, the Canadian Car & Foundry FDB-1 Gregor. I have yet to meet anyone who has ever heard of it, but here is a kit in 1/72 scale!

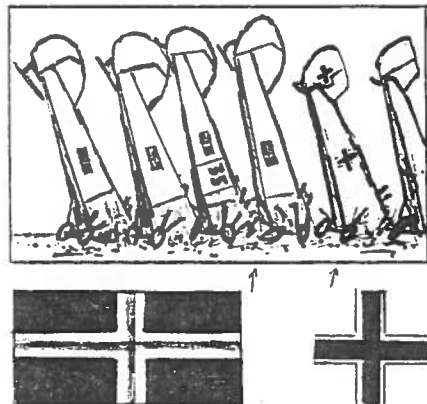
"The Gregor (named after the Chief Project Engineer of the FDB-1) was a retractable gear, fabric gull-winged biplane. As such it looks like a beast of an assembly job, with separate pieces for the wing roots, struts that must be given airfoil sections, etc.

"The kit is also male vacuformed; this means not much detail, no assembly guidelines, and over-gross rib detailing on the wings. It does have the advantage of thicker deep-drawn parts.

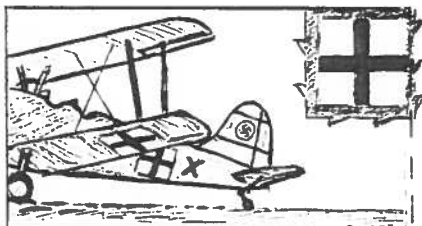
"The best part of the kit is the instruction sheet. It explains what the darn thing was (an experimental fighter bomber prototype of 1938), and has a good assembly diagram, an excellent 1/72-scale 4-view complete with

Continued on page 33.

Fritz Braun (SAFCH #220), Posener Strasse 20/o, D-8000 Munchen 81, WEST GERMANY, is interested in contacting enthusiasts in Latin America, Africa, Asia, and Eastern Europe who can provide confirmed data, photos, and official drawings of national insignia (old and new) on a basis of mutual exchange. Sorry, but inquiries alone cannot be answered because of the workload associated with a book on this theme which is now in its 8th year of research. Fritz needs help in identifying some unusual national insignia.



Problem 1: Germany late 1918. On page 20 of Ries' "Die Maulwurfe" (The Mules - Secret Build-Up of the Luftwaffe 1919-1935) appears a photo with the caption: "Destroyed JI and JII machines at Albatros factory at Schneidemuhl after the Armistice in autumn 1918" Six machines are shown with tailplanes, wings, and engines removed; no serial numbers are visible (only '35' on one fuselage); one machine has no insignia; one has the Balkenkreuz of 25 June 1918; the rest have an unusual rectangular insignia. What is known about this insignia? What colors? Was it applied to the wings? It is possible that these were semi-complete fuselages built at the time of the Armistice (which forbade Germany to build aircraft). Albatros was known for several extravagant insignia variations.

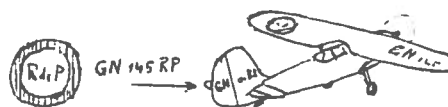


Problem 2: Germany March 1935. On page 341 of "Das Buch der Deutschen Luftfahrt Technik" by Lange, there appears a photo with the caption: "Heinkel He 45s on 1 March 1935 (when the secret Luftwaffe was revealed to the public for the first time) on the airbase at Doberitz." The insignia carried by these aircraft is similar to the short-lived cross of WW I. The swastika is carried on the port side of the tail (at this time, the German flag was carried on the starboard side). The only code letter visible is an "X". What was the full code? Was the same insignia carried on the upper surfaces of the wing? What was the color scheme of these He 45s?

Problem 3: Costa Rica. On 1 December 1948, the Army, including the small air arm, was dissolved. Does anyone know what national insignia was used up to that time? What Color, what positions, etc.? Any known photos of that period? When was the current Civil Guard founded, and when were the first light aircraft delivered? Photos in recent books show one of their DHC-3 Otters with a roundel with a rather small center on the fin. The same insignia appears on the fuselage of a H-34 helicopter, but with a very large center. Inscriptions above and below on both insignia are too small to read. Can anyone provide photos?



Problem 4: Venezuela. These insignia appeared in color illustrations in a German book of 1935, and in an English book of 1938. Note the reversed colors and absence of the six stars in the blue rudder stripe. Does anyone have confirmation of this early insignia? When was it used? Any photos available? Before the current insignia received its bars, it was a roundel alone. In all books (e.g. Jane's of 1941 and 1943) the insignia is without stars on the rudder. When were these introduced?



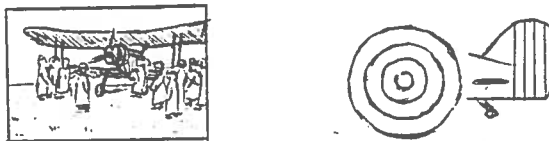
Problem 5: Panama. The 1935 book, "War in the Air" shows the Panamanian insignia for naval aircraft to be similar to the French roundel and rudder stripes, and for army aircraft the same but with a blue star in the roundel. Books of 1937 and 1938 illustrate the insignia shown above. Any information as to these early insignia would be most welcome. Any photos known? What aircraft were used? Note: All illustrations of the current insignia found in books show the incorrect sequence of colors.

Problem 6: Barbados. This yellow/blue insignia appeared for the first time during the mid-seventies. Evidently, the artist produced this insignia as a joke, because the island of Barbados does not maintain any armed forces. Any comments?



Problem 7: Trinidad-Tobago. Color illustrations show the diagonally divided national flag and a fin flash of red-white-black as shown here. A photo in Air Pictorial shows a Cessna of their Coast Guard. Unfortunately, the tail of the aircraft is not visible in this photo. What is known of the real insignia and its colors? In what positions? Are photos available?

Problem 8: Saudi Arabia. My sketch is based on a photo in the 1938 Jane's, which shows a Westland Wapiti (4 were delivered in 1926). Unfortunately, no insignia are visible. The early insignia was surely different from the current one. Does any readers have information on the early insignia? Any known photos?



Problem 9: South Africa. Little is known of the first national insignia which consisted of four concentric rings (a white outline was added if the insignia was placed on a dark background), and 4 equal stripes on the rudder. It is said that one color was green. My attempts to clear up the mystery of the real colors and their sequence have brought no results. Can anyone help.

Vaselin Todorov (SAFCH #417), Bul. Russky 31, BG-1504 Sofia, BULGARIA, wishes contact with aircraft-postcard collectors in Western countries. He is also interested in Western 1/72-scale aircraft kits, etc., in exchange for Eastern European kits, etc. He can correspond in English.

"In late 1944, the Russian Army of Liberation (RAL) formed an Air Corps. For the reader not familiar with the RAL, it was an army composed of Russian POWs fighting with the Germans during WWII with the purpose of overthrowing the Soviet government and replacing it with a republic. Anyhow, the Air Corps had about 20,000 people in it and a complete general staff. The Air Corps, like the remainder of the RAL, found itself in Czechoslovakia in May of 1945, where they surrendered to units of the US Army. (Ref: Tolstoy, 'Victims of Yalta') My questions are:

"1. Was the RAL Air Corps issued any aircraft? I have a picture of a pilot in a flight suit, and a description of the uniform (standard Luftwaffe, with Imperial Russian style epaulettes and pilot's wings, and an oval blue-red-white cocade replacing the swastika on the cap.

"2. If they were issued aircraft, what was the national markings, if any? I would guess at this late stage, they may have kept their old Luftwaffe national insignia, as there may have been no time, equipment, or inclination for repainting. I assume that they kept their Luftwaffe camouflage.

"3. How many aircraft did they receive, and of what type? Were these aircraft in the actual possession of the RAL, or was this just a paper transfer with the RAL having no time to pick up their aircraft?

"This information is essentially for my own curiosity, but I will be glad to put any information I receive into an SAFO article, or at least pass on any negative answers."

K. Margosein (SAFCH #104), 10532 S Ave "J", Chicago, IL 60617.

"I am currently pursuing a graduate degree in Russian History, specializing in military aspects and in the early Soviet years. As my Russian improves I have been starting to read the Voenno-Istoricheskii Zhurnal. Apart from the obligatory ideological pieces, the caliber of their scholarship is high. However, one must watch for numerous typographical errors. In a recent issue, I found confirmation of I-152's, I-153's, I-16's, and DB-3's sent to China during the years immediately before WW II. I am suspicious of the DB-3, and wonder if they meant TB-3. For those who read Russian, this journal is an invaluable source for both air and ground force history.

"For English readers there is 'One Who Survived', by A. Barmine, in the 20's and 30's a Soviet Military Intelligence officer. Among other things, he recounts his experiences in helping to construct the Royal Afghan Air Force in 1929, and other Soviet ventures of supplying arms to what would later be called the Third World. Of course, he wasn't writing for the modeler, but the clever reader can still deduce some good information, particularly with some cross referencing. He is also interesting reading.

"In response to some of the queries in SAFO #20. I can confirm the suspicion that the I-153 never flew in Spain. They only went into series production in 1939, and barely made the Khalkin-Gol fighting. All of us know by now of Air Classics' richly deserved reputation for questionable accuracy. As for Mr. Kern's requests, I am only qualified to deal with the Soviet portions, several of which can be confidently dismissed. The Tuvianian Peoples' Republic was one of the Autonomous Soviet Socialist Republics; it would never have had an air force as all military forces of the USSR have always been under central control, even the 'national' military formations which briefly existed during the 1930's. No Tuvianian Air Force - and if there had been one, it would have used standard Soviet markings.

"Likewise, there was almost certainly never an independent Ukrainian Air Force. Immediately after the Treaty of Brest-Litovsk in early 1918, the Germans set up a 'puppet' government under the aptly named General Skoropadsky (in Russian the name means 'quickly fallen'), which lasted only until the Germans got out and the Bol-

sheviks overthrew it by invasion. It was followed by the attempts of Petlyura to form a national government during the Civil War; this movement was as hostile to the Whites as to the Reds, both of whom rejected any idea of Ukrainian independence. Neither 'government' was able to organize anything more than ad hoc military formations, and neither would have had access to airplanes, landing fields, or any resources to establish an air force. If some pilots had managed to snag the odd Nieuport, he wouldn't have had time to worry about markings - for the hypothetical record, Ukraininans are attached to the colors blue and yellow and their 'national' symbol is the trident.

"As for Georgia and Armenia, they both kept a semblance of independence a bit longer and might have succeeded in getting a few token aircraft into their possession, but again it is uncertain and very unlikely that they ever formed an air corps as such. If anyone can provide documentation that either of these 'states' ever established air units, I would be deeply grateful and fascinated in being set aright.

"As for the Far Eastern Republic, I suspect that the case for their possessing aircraft is pretty good, but it is questionable whether they did much in the way of standardization or organizing. Even the Red Air Force did not get around to this until the mid-20's.

"Sorry that my help has to be negative, but at least you can take your Grandmother off the auction block. By the way, I'm offering a Great-grandmother for information on the aircraft and air units of Latvia, Lithuanian, and Estonia.

"P.S. I was just able to confirm a reference to Georgia's military - a 9700-man army - with 18 aircraft. My source, a history by Lang, does not specify type or markings."

George Mellinger (SAFCH #566), 815 13th Ave. SE Apt. 307, Minneapolis, MN 55414

(Editor's note: Interesting information George, but I think you are underestimating a country's ability to organize an air force when it really needs one. There is substantial proof the the Ukrainians, at least, were able to employ aircraft. There are numerous references in the literature about Ukrainian aircraft in action against the Polish forces in 1919-20. The UKRAINIAN ENCYCLOPEDIA states that 40 aircraft served with the Ukrainian national armed forces. And, IPMS-GERMANY has recently published photos of a Gotha G.VI in Ukrainian markings. The national insignia is indeed a trident and it very well may be blue and yellow. The SAFO will be publishing a translation of this article in the very near future.)

"I enjoy 'Conflicts, Coups, Crises, & Clashes'. How about a series on the colour schemes and markings of 'defecting' aircraft; Polish MiG-15, Red Chinese MiG-19, Nationalist Chinese F-5B, Libyan MiG-23, etc.?"

Douglas O'Conner (SAFCH #247), 11507 Grapewood Dr., Houston, TX 77089.

"I promised to find Bob Massey a Heller Amiot 143 kit and then could not do so -- even Archer's HobbyWorld says the west coast distributor doesn't have any and they have not heard from the east coast distributor. So I'd appreciate it if you could put a note in the next issue.

Tom Sarbauer (SAFCH #497), 25 Roble Rd., Berkeley, CA 94705.

"With regard to the MANCHE postcards mentioned in SAFO #20 (page 122), please let our readers know that I have these cards available for sale. Eight photos cost 40¢ each plus 65¢ postage. I'll send an order form to any SAFO member who sends me an SASE."

Joe Daileda, 4314 W. 238th St., Torrance, CA 90505.

"Piper recently delivered two Surveillance Cheyenne aircraft to the African nation of Mauritania. I recently took a couple of pictures of one of these aircraft. They are very nice looking aircraft in a two-tone camouflage scheme. The top colors are sand and green, with the undersides painted light blue. The propeller hubs are also light blue, the propeller blades are flat black with two white stripes on the forward surfaces. White serial numbers N2483X appear on both sides of the fuselage. No other markings appear on this aircraft. The interior of the aircraft is a light blue also.

"The pictures were taken at the Piper Aircraft plant in Lock Haven. The following excerpts are from our local paper:

'Ten members of the Mauritanian Air Force, who will operate the two Cheyenne IIs on fishing ground patrol along 700 miles of Mauritanian coastline, are participating in a six-week training program in Lakeland, Florida. The course, which was customized to the needs of the Mauritanian crew by Piper and Flightsafety International, includes ground school, simulator training, flight transition and instruction concerning the special radar, navigation and camera equipment installed in the aircraft.

'The Surveillance Cheyenne is a pressurized turboprop powered by Pratt and Whitney PT6A engines. It can cruise at speeds up to 283 knots and remain airborne on patrol for seven hours with 45 minutes reserve fuel.

'The Surveillance Cheyenne provides a nation with the capability to patrol and monitor activities within a 35,000 square mile area on a single mission. Its sophisticated electronic equipment can detect from high altitudes and accurately record on film objects as small as 10 meters by 10 meters in heavy seas.

'A Global (GNS-500A) Navigation System determines the position of the aircraft and the relative position of the fishing vessel or other object being observed.

'Then, two 70mm reconnaissance cameras, pod-mounted under the wing, record the vessel on film, giving time, date, aircraft heading and exact geographical position (longitude and latitude recorded by the GNS system) on each negative.

'Hand-held cameras also may be linked with the GNS and used for extra photo coverage."

Nick Walkowiak (SAFCH #428), RD 1 Box 397, Lock Haven, PA 17745.

(Editor's note: Nick photos show that the Surveillance Cheyenne is a very attractive a/c with an attractive color scheme. However, since national markings had not yet been applied to these a/c, I decided not to publish them at this time. If we ever get information on these a/c in Mauritanian markings, these photos will be the basis of a great SAFO article.)

"Enclosed is a corrected copy of BALKANS, PART I and a copy of the new BALKANS, PART II. Thanks for the review of Part I in SAFO #20. There was one statement that is perhaps a little misleading: While it is true that no transports, helicopters, trainers, or utility aircraft are illustrated, all except trainers are listed in the OBs.

"You will notice that I revised the insignia for the Albanian section to conform with the article in SAFO. However, I do believe that we will find one of my original drawings was correct. I have a sketch (unfortunately, I failed to record the source) showing the early ring insignia with an isolated red star on the fin. Perhaps after their row with the Russians in 1963, the Albanians removed the star. What do you think?

"Because of the problems of integrating a new machine into our production process, we have fallen behind in the production of the revisions of the older volumes. Now AUSTRIA will come out in a second edition in 3-4 weeks, with the second edition of SCANDANAVIA following in November.

"I am looking for a few bits of information for FRANCE, which is scheduled for publication next year. I

need OBs for the Vichy and Free-French air forces. Also, do you know if the Arsenal-Delanne 10 was slated to replace the Potez 63-11 in the GAOs? Or was it merely an experimental curiosity? My info is that it was about to enter production.

"I didn't realize that foreign banks charged such horrendous fees for exchanging currency. After consultation with my bank, I decided I can accept personal check in foreign currency if 5% is added to the current rate to compensate for changes while in transit. Of course, I reserve the right to ask for additional payment if the rate drops drastically."

Ronald Tarnstrom (SAFCH #529), Rt. 1 Box 2, Lindsborg, KS 67456.

"I have read 'as pedem lettere' the masterpiece article on the Argentine Naval Helicopters in SAFO #18 by my good friend Jorge F. Nunez, and the letters from some companions on the same theme published in SAFO #19. In his letter, Mr. Hagedorn misinterprets the terms 'serial' and 'code' as used in Argentina. As this seems to be an error sustained by many aviation enthusiasts, I would like to put things right. The 'serial' of Argentine Navy aircraft (in quite a similar fashion to the US Navy's Bu. No.) is a number that is assigned to an aircraft for its entire active life. The 'code', on the other hand, consists of letters and numbers and may be changed as the aircraft passes from one unit to another. As an example, consider Sikorsky S-61D 0678 - the serial is 0678 and the code 2-H-34.

"Chile: The three PBX-6As operated and owned by Paraque are ex FACH aircraft. Concerning FACH's Catalinas my files indicate that some of these were serialised from 560 to 565 with some being 404 and 405 in the old system. However, I do not know the tie-ups between old and new serials.

"Uruguay: Contrary to my last letter, the FAU's C-212a are being serialised in the 53X range. The first two aircraft, 530 and 531, are CC28 passenger transport versions. The next two will be A28 military transport versions and presumably are to be serialised 532 and 533. The last aircraft is an AS28 maritime patrol version and may be serialised 534.

"Venezuela: The Marina Venezolana has acquired two C-212-200s. The first is a C-212A27 s/n TR-0204; the second (serial unknown at present) is a C-212AV27 with VIP interior.

"Spain: Here are some additions and corrections to my recent list of designation for Spanish military aircraft. The new AB-212s of FAMET are designed HU.18 and serialised from HU.18-15 to HU.18-18, and are serving with the El Copero-based U.Hel.Ma. IV. The second batch of four machines (HU.18-19/22) has still to be delivered at the time these lines are being written. The ECM AB-212s of the Spanish Navy are not designated HM.18, but HA.18. FAMET's reconnaissance B0-105s are designated HR.15. The total order for B0-105s, initially for 60 examples, seems to have been augmented by 8 more machines. The C-212s of the 200 series bought by the Ejercito del Aire for SAR purposes are known as C-212S1s, and most probably are to be designed TD.12D and serialised from TD.12D-72 up to TD.12D-80.

"Nicaragua: The Fuerza Aerea de Nicaragua has changed its name to Fuerza Aerea Sandinista, and the national markings have been changed as well. Perhaps some companion has the correct color and form of the new markings. In addition, a re-serialization program has been initiated. Of the five C-212A7s delivered to the Somoza regime, only two remain in flying condition. These planes were serialised from 420 to 424, and the two remaining ones are now sporting serials 221 and 222. Has any member additional details of the new serials for Nicaraguan military aircraft?"

Jose Luis Gonzalez Serrano (SAFCH #141), General Rodrigo, 3, 1^aC, Madrid-3, SPAIN.

"One of the major problems associated with building models of the aircraft of the small air forces is obtaining decals for exotic markings and insignia. This is especially true when building aircraft of Central and South America.

"Decal sheets in various colors are available from Microscale, and SAFCH member Pat Sedlock produced a decal 'kit' which consisted of roundels in six colors. (Editor's note: Pat's decal kit is no longer available, and his plans for a second printing have been temporarily postponed.) The colored decals sheet can be cut into squares, triangles, or other simple shapes, and superimposed on the roundels to form many different insignia. However, what about such complicated insignia as that of the Aviacion Naval Argentina? The fuselage insignia consists of an anchor with a sun within a light-blue and white roundel. The wing insignia is a black anchor.

"APT (PO Box 2891, South San Francisco, CA 94080) produces a clear decals sheet for \$1.29 which can be used to produce these complicated markings. Initially, APT claimed their decals could be used on a color Xerox machine to make exact copies of any decal. They have subsequently withdrawn this claim. However, I have used their decals to reproduce a number of Stoppel Decals and, while the original was not reproduced exactly, useable decals resulted when only two colors were involved such as red and blue, or green and yellow.

"So far, my greatest success with this process has been in producing decals for the Aviacion Naval Argentina. The method used began with the drawing of the Aviacion Naval Argentina insignia which appeared in SAFO #18. The first step was to determine the reductions required to provide 18, 20, 24, 27, 30, and 40 inch roundels in 1/72 scale. Then the SAFO drawing was taken to the local copy service and twelve copies were made of each size re-

quired. These sheets were then cut up and pasted onto a master sheet containing twelve of each size insignia. The same procedure was used for the wing anchor. At this stage, all insignia that seems too light were touched up with a fine-point pen.

"The master was then placed in a Xerox color copier and the ATP decal sheet fed into the copier. Some trouble was experienced with the feed of the decal because of its thickness, but with patience it did feed. In this particular case, reproduction was made in black, but reproductions can be made in red, blue, green, magenta, cyan, or yellow. White areas will be clear.

"To complete the insignia, a 00000 brush was used to paint in the yellow sun and the red cap on the decal sheet. Light blue and white roundels from Pat Sedlock's kit were used for the background roundel for the fuselage insignia.

"Given the appropriate drawings, the production of a master sheet is an expensive proposition. And, if the drawing is not available, this technique is limited to only those with drafting talent. Therefore, I would like to suggest that everyone who tries this technique give very serious consideration to providing a copy of the master sheet for publication in the SAFO. In this way, all members can benefit."

Hal Ahrens (SAFCH #216), 3421 LKa Mesa Dr., Hayward, CA 94542.

(Editor's note: Since the beginning of the SAFCH, I have been searching for some cost-effective way to provide SAFCH members with small air force decals. Hal's idea appears to be the best one yet, and I strongly encourage all of you who experiment with this process to share the fruits of your labors by submitting your master sheets for publication in the SAFO.)

"Our Attache ad Interim in Vientiane saw close up and clearly that the only national insigne on new MiGs at Vientiane civil airport was the national flag on the tail. P.R. of Kampuchea may have a red star with a 5-towered yellow Angkor Wat on it. The Seychelles uses its flag as insignia according to our now closed embassy there. Is the new Afghan Air Force reoundel the old green-red-black (center) concentric roundel? Is Benin's insignia a green disk with a small red star near top, or those the star fill the disk? Does P.R. of Congo now have gold rimmed roundel of flag emblem on red? Do the Comoros, Cypress, Malta now have national insignia? You misunderstood me about Mongolia; I meant the yellow emblem on the first vertical red stripe of the national flag in red is emblazoned on the tail. What were the Dubai insignia? Was it the UAEAF red and white roundel with UAE cost of arms on the center white and inscription on the red, or was this a Dubai AF insigne? Is the Guinea-Bissau AF roundel a black star on a red disk? What were the AF insignia of the short-lived Communist South Vietnamese, Biafra, Katanga? What is the AF insignia of the new Iranian Islamic Republic?"

Creighton Kern (SAFCH #541), 25 A. Monroe St., Ridgewood, NJ 07450.

(Continued from page 28.)

PZL104: 351 to 353 and 358

Dove: 202

Commando (S61): 720, 721 and 724

Plus a C123 (!) with serial 431 on the tail. We think this is one of the ex Saudi Air Force C123's that were returned to the USAF in 1967. These C123's were 54-0671, 55-4559, 55-4561, 55-4569, 55-4570, and 55-4571. Of these -4561 and -4569 at least were transferred from the USAF to the SVNaf.

Ben Marselis (SAFCH #143), PO Box 5065, 2701GB Zoetermeer, THE NETHERLANDS.

"Recently, I saw a profile of the National Chinese Air Force TCH-1 in a regional IPMS magazine. I found a few errors in the drawing, so I sent a letter to the editor pointing out the discrepancies. I never received a response nor was the mistake corrected in the next issue. However, in the editorial of the latest issue, the editor claims that he is too busy to worry about what was in the last issue since he always has the future issue in his mind! I am a little bit discouraged by such an attitude.

"As an avid modeler, I always intend to strive for accuracy. Hence I have drawn four Nationalist Chinese aircraft profiles showing correct markings, and forward them herein for readers of SAFO. I hope this may be of interest to fellow aircraft enthusiasts."

D.Y. Louie (SAFCH #544), 5 West Drive, Bayone, NJ 07002.

Drawings are on page 23.

Continued from page 29.

coloring notes, and references to more information. This sheet will obviously help in the complicated assembly process. The only criticism I can make is that there are no suggestions from where to steal the propeller and wheels.

Wesley Moore (SAFCH #84), 5802 North East 59th St., Seattle, WA 98105.

(Editor's note: The following reviews duplicate one that appeared in a recent SAFO. However, it is a good idea to get more than one opinion. The Gregor, and Ed's new Tutor, are available from Can-Vac Models, 2255 Cape Horn Ave., Coquitlam, B.C. CANADA V3K 1J6. The Gregor costs \$3.40 and the Tutor costs \$4.00. Both prices are in US funds and postage to North America included. Overseas add 5% extra.)

AVIACION NAVAL ARGENTINA

By Hal Ahrens (SAFCH #216)

